

Planning Statement

St Matthews Court, Coppetts Road, London, N10 1NW

Prepared by Savills (UK) Limited

Applicant: Greyclyde Investments Ltd

September 2023



Planning Statement

St Matthews Court, Coppetts Road



Contents

1.	Introduction	1
2.	Context of the Proposal	4
3.	The Proposed Development	7
4.	Planning Policy Framework	10
5.	Planning Considerations	12
6.	Conclusions	24

1. Introduction

- 1.1. This Planning Statement has been prepared by Savills (UK) Limited (“Savills Planning”) and is submitted in support of a Full Planning Application. It is made on behalf of Greyclyde Investments Ltd (“the Applicant”) for development of the land to the rear of St Matthews Court, Coppetts Road, London, N10 1NW (“the Site”), in the London Borough of Haringey (“LBH” / “the Council”).
- 1.2. The application Site currently comprises vacant land located adjacent residential blocks known as St Matthew’s Court. The Site is bound by 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

- 1.1. Full Planning Permission is sought for the following:

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

Overview of Development Proposals:

- 1.2. 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.

Figure 1.1- Diagrammatic view of the development



Figure 1.2- Proposed Site Plan



- 1.3. 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.
- 1.4. A further block can be provided on the site in a way that does not harm the amenities of existing residents in the blocks nor neighbouring residents. A logical siting of the block is employed, creating a staggered 'T shape' series of blocks and the architectural approach for the new block reflects whilst not completely copying the existing blocks. Undercroft parking for the new block is provided alongside a new layout for the existing car park which increases capacity. New cycle and bin stores are also provided. The communal garden for all residents, existing and proposed, is to be re-landscaped under guidance from Ares and will provide a far more attractive and useable amenity space than currently exists to the benefit of all who live here. The proposals follow a design-led approach in order to optimise the capacity of this site and make best use of land. This is the approach advocated by the London Plan Policy and endorsed by the NPPF in order to help boost the supply of new homes.

Supporting Information:

- 1.1. This Planning Statement has been prepared following an examination of the Site and surroundings, research into the relevant planning history of the Site and an examination of adopted and emerging planning policy documents. This Planning Statement further sets out the application proposals and relates them to national, regional (London) and local (Haringey) planning policies. This Statement should be read in conjunction with the drawings, Design and Access Statement, as well as the supporting

Planning Statement

St Matthews Court, Coppetts Road



documents.

1.2. The documents submitted for approval are:

- Site Location Plan, prepared by LSI Architects;
- Full set of existing and proposed architectural drawings, prepared by LSI Architects; (see separate issue sheet).

1.3. The documents submitted to explain and justify the development comprises:

- Design and Access Statement prepared by LSI Architects (including Landscaping Plans and Urban Greening Factor calculations prepared by Ares);
- Daylight and Sunlight Assessment, prepared by Herrington Consulting.

1.4. In addition to the above, a completed **Application Form / Ownership Certificate, Community Infrastructure Levy (CIL) Additional Questions Form**, and **Covering Letter** (prepared by Savills Planning) have also been supplied. The **Application Fee** has also been provided under separate cover.

Structure of this Planning Statement:

1.5. The structure of this Planning Statement is set out as follows:

- **Section 2** (Context of the Proposals) provides background to the proposal, including a description of the site and surrounding area and planning history of the Site;
- **Section 3** (The Proposed Development) sets out details of the development proposal;
- **Section 4** (Planning Policy Framework) sets out the relevant planning policy framework that the proposal is to be considered against;
- **Section 5** (Planning Assessment) sets out the discussion of the material planning considerations arising from the application proposals; and
- **Section 6** (Conclusions) presents our conclusions.

2. Context of the Proposal

- 2.1. This section provides details of the background to the application proposals and provides the context within which the application is being submitted.

The Site and Surrounding Context

- 2.2. The Site is located on the western side of Coppetts Road to the rear of St Matthews Court, and comprises vacant land as shown in **Figure 2.1** below.

Figure 2.1: Site Location Plan



- 2.3. The surrounding area is predominantly residential in character, comprising residential 2-storey properties. St Matthews Court has prior approval to become a 4 storey block and works are underway to enact this permission. Blocks A-C face Coppetts Road and have a stepped, dog-tooth building line that gradually steps-down with the topography of the Site. There is then an additional block (D) to the rear, immediately adjacent to the Site, which is physically attached to Blocks A-C at ground floor.

Access

- 2.4. The Site has a Public Transport Accessibility Level (PTAL) of 2 (1 being the lowest and 6 the highest). East Finchley Underground Station is located approximately 1.7 km to the south west, providing access

Planning Statement

St Matthews Court, Coppetts Road



to the Northern Line. There are also number of bus stops located approximately 20m from the Site on Coppetts Road.

- 2.5. The Site is not located within a Controlled Parking Zone, with unrestricted parking available along Coppetts Road and Creighton Road. On-site parking is available for existing properties at St Matthews Court.

Local Heritage

- 2.6. The Site is not listed, locally or statutorily, and is not located within a Conservation Area. There are also no listed buildings in the vicinity of the Site.

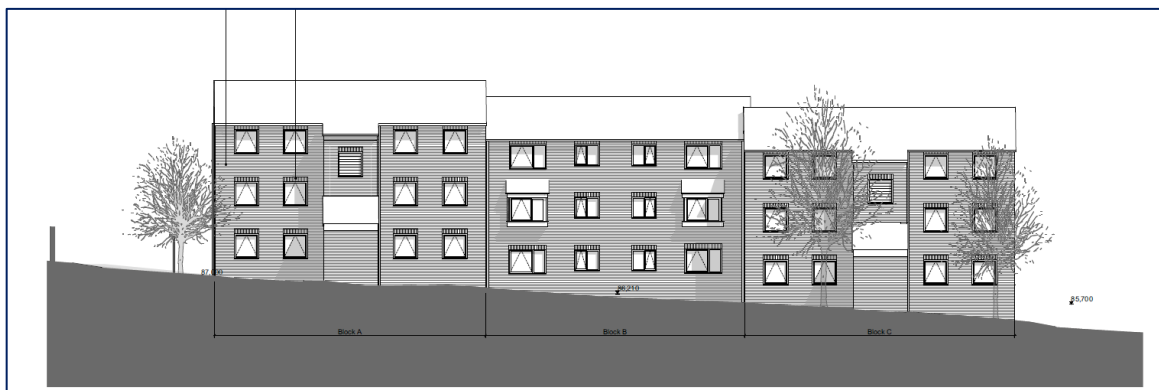
Flood Risk

- 2.7. The Environment Agency's Flood Map for Planning indicates that the Site is situated within Flood Zone 1, which is defined as land that has less than 1 in 1,000 annual probability of river or sea flooding.

Planning History

- 2.8. There have been no planning applications submitted at the Site.
- 2.9. However, it is important to highlight that a Prior Approval application was granted via appeal on 03 May 2023 (LBH Ref. HGY/2022/1796 / Appeal Ref. APP/Y5420/W/22/3308350) for the construction of one additional storey of residential floorspace above Blocks A-D of St Matthews Court to deliver eight (8) new dwellings. The approved existing and proposed elevations are provided at **Figures 2.2, 2.3, 2.4 and 2.5** below:

Figure 2.2: St Matthews Court Existing Elevation Blocks A, B C



Planning Statement

St Matthews Court, Coppetts Road



Figure 2.3: St Matthews Court Approved Proposed Elevation Blocks A, B C

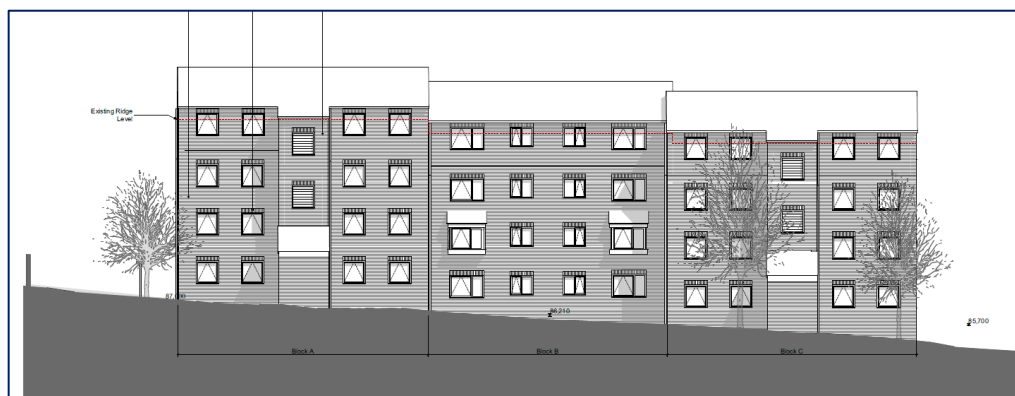
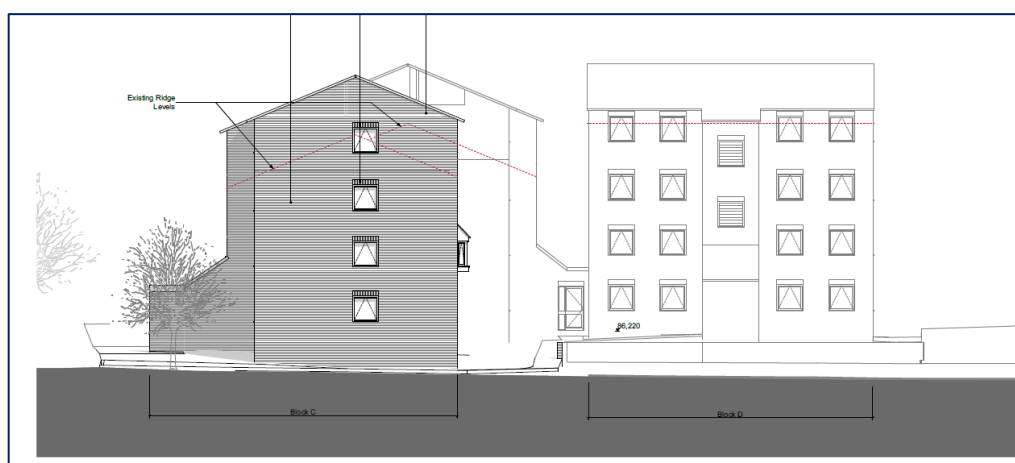


Figure 2.4: St Matthews Court Approved Existing Elevation Block D



Figure 2.5: St Matthews Court Approved Proposed Elevation Block D



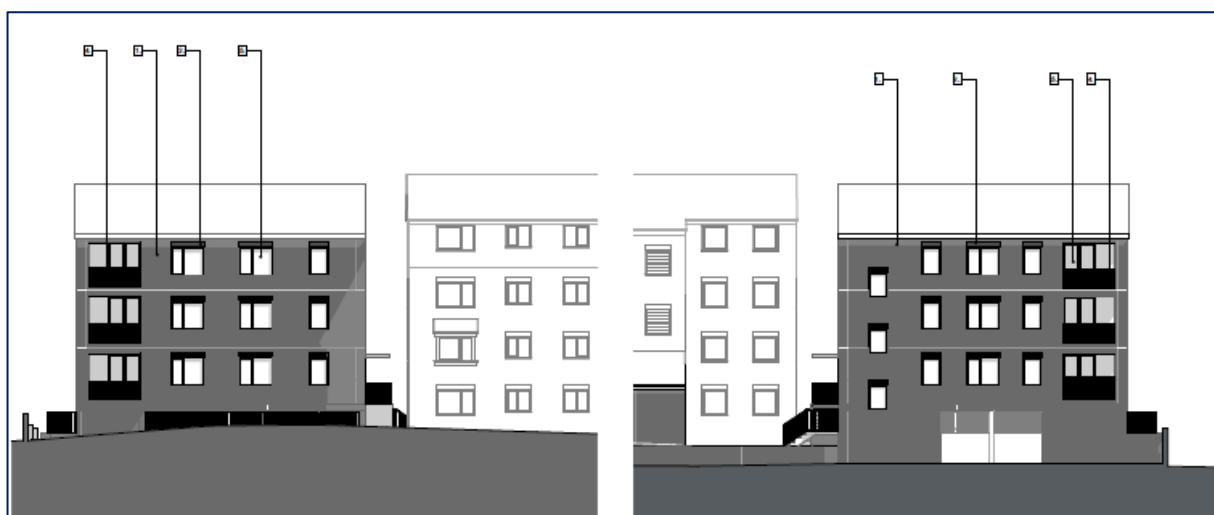
3. The Proposed Development

- 3.1. This section sets out a summary of the key elements of the proposals. A comprehensive description of the design is set out in the accompanying drawings and Design and Access Statement (DAS), prepared by LSI Architects.

Design, Layout, Height, Massing

- 3.2. The proposed development seeks the construction of a new 4 storey building as shown in **Figure 3.1** below:

Figure 3.1: Proposed Elevations



- 3.3. The proposed design, height and massing has been designed to respond to the immediate townscape surroundings. The proposed development would provide a similar design, height and massing of that already existing, and consented, immediately adjacent at St Matthews Court.

Planning Statement

St Matthews Court, Coppetts Road



Figure 3.2: Proposed General Arrangement Layout



Residential Accommodation and Quality

- 3.4. The proposed development seeks to deliver 6 new high quality homes, which comprise 1 bed 2 person flats. All the existing flats in the blocks are below 50sqm in size and comprise 1 bedroom units. Each of the new units has been designed in accordance with the Mayor's Housing SPG, and would either meet or exceed the minimum space standards as set out within the London Plan. All units will also be dual aspect and meet the private amenity requirements of the London Plan through the provision of inset balconies. The communal garden is also to re-landscaped and will provide attractive outdoor space for both existing and new residents.

Unit reference	Internal space requirement (sqm)	Internal space provision (sqm)
01	50	52
02	50	52
03	50	52
04	50	52
05	50	52
06	50	52

Planning Statement

St Matthews Court, Coppetts Road



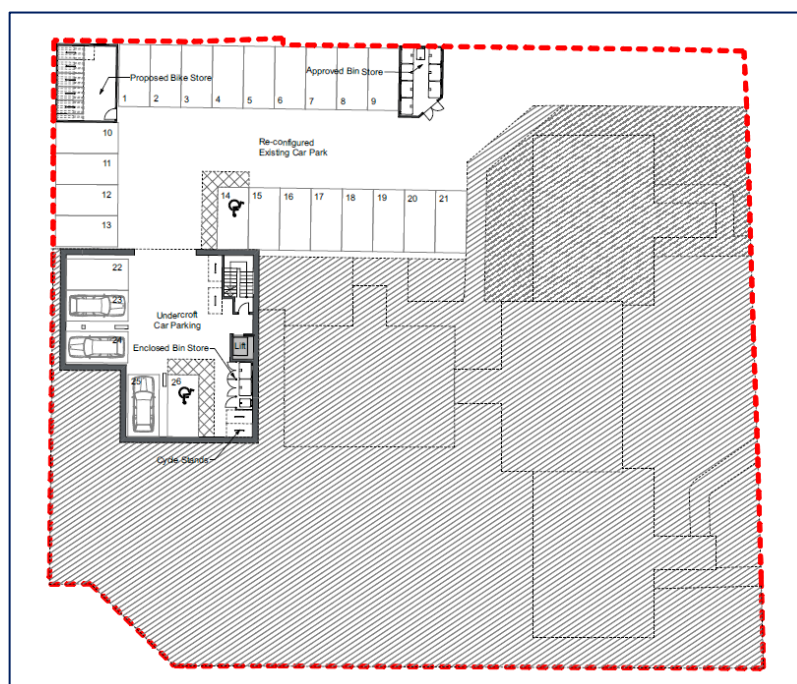
Accessibility

- 3.5. The proposed units would benefit from a dedicated communal entrance and communal stairs and lifts to upper floors. Further detail regarding access and the residential arrival sequence is outlined within the Design and Access statement.

Car Parking

- 3.6. The proposals seek to reconfigure the existing car park, in addition to providing new car parking spaces contained within an undercroft at ground floor level. The number of car parking spaces across the site will be 26 (including two disabled parking spaces) which is a net uplift of 6 spaces from the existing 20 spaces. The proposed parking layout is shown in **Figure 3.3** below. 5 spaces will be provided in the undercroft car park to serve the flats in the new Block and the reconfigured car park will have an extra space compared to existing.

Figure 3.3: Proposed Parking Layout



Cycle Parking

- 3.7. A total of 33 cycle parking spaces are to be provided across the site, comprised of 25 spaces within a new store adjacent to the reconfigured parking area (5 Sheffield stands and 15 retractable stands) and 8 spaces contained within the undercroft parking area (4 Sheffield stands). The proposals therefore result in a net increase of 27 cycle parking spaces from the existing position.

Waste Storage

- 3.8. Additional waste storage capacity is to be provided within a new enclosed bin store within the undercroft parking area. This area will accommodate 2no. 1,100lt Eurobins and 1no. 360lt wheelie bin.

4. Planning Policy Framework

- 4.1. The development proposals have taken account of relevant national, regional and local planning policy. This section of the Planning Statement sets out a summary of the relevant planning policy documents and the following section demonstrates compliance with these policies.
- 4.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan for an area, unless any material considerations indicate otherwise. This legal requirement is reiterated in the introduction to the National Planning Policy Framework (NPPF).
- 4.3. The development plan comprises:
- The London Plan (September 2021);
 - LBH Local Plan: Strategic Policies (March 2013, consolidated with alterations since 2017); and
 - LBH Local Plan: Development Management DPD (July 2017).
- 4.4. We note that LBH consulted on their new Local Plan “First Steps” from 16 November 2020 until 1 March 2021. It is understood that the Council will publish a consultation report for the First Steps Engagement, alongside a draft Local Plan for further consultation in Summer 2023.

National Planning Policy Framework (NPPF)

- 4.5. At the national level, the Government published its revised National Planning Policy Framework (NPPF) in September 2023. The NPPF provides an overarching framework for the production of local policy documents and at the heart of the NPPF is a presumption in favour of sustainable development (Section 2, paragraph 10).
- 4.6. For decision-taking, Paragraph 11 sets out that, in the context of the presumption in favour of sustainable development, this means:
- c) approving development proposals that accord with an up-to-date development plan without delay;*
or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 4.7. The Government has published Planning Practice Guidance (PPG) to support the NPPF, providing further guidance on specific planning issues and processes.

The London Plan

- 4.8. The London Plan (2021) is the overall strategic plan for Greater London, and sets out the Mayor of London’s overall strategic plan for London.

Planning Statement

St Matthews Court, Coppetts Road



- 4.9. Relevant London Plan policies are referenced in this assessment where appropriate.
- 4.10. The London Plan is supported by a number of Supplementary Planning Guidance (SPG) documents which will be referred to in this Planning Statement as appropriate.

Local Planning Policy

- 4.11. LBH adopted their Local Plan: Strategic Policies in 2013 to replace the Unitary Development Plan, with subsequent alterations adopted on the 24 July 2017. The Development Management Development (DPD) Plan Document was adopted on 24 July 2017.
- 4.12. LBL also has a number of adopted Supplementary Planning Documents (SPDs) which comprise a material consideration in respect of planning applications. These are referenced within this Statement where necessary.

Planning Policy Designations

- 4.13. The Site is not subject to any planning designations under the LBH Local Plan. However, it is important to note that the Site is located approximately 650m north of Muswell Hill District Centre.

5. Planning Considerations

5.1. The following section of this report provides a detailed consideration of the proposals, taking account of policies within the adopted development plan and other material considerations. The main planning considerations for the development, and those which will be assessed in the following section are considered to be as follows:

1. **Principle of development;**
2. **Design, Height, Scale and Massing;**
3. **Neighbouring amenity;**
4. **Housing mix;**
5. **Quality of accommodation; and**
6. **Transport and highways.**

5.2. Each of these matters are discussed in turn as follows.

1. Principle of development

5.3. The general thrust of national, regional and local policies is to secure sustainable patterns of development. In particular, paragraph 119 of the NPPF sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes.

5.4. There is a strategic need for increased housing delivery. The NPPF expects local authorities to boost the supply of housing significantly. Paragraph 60 requires that a “*sufficient amount and variety of land can come forward where it is needed*” in order to substantially increase the supply of housing across the country. New homes are a key priority for the Mayor; The London Plan sets out that London’s population is projected to increase by 70,000 every year, reaching 10.8 million by 2041. This means that in order to accommodate demand, London needs to build 522,870 new homes between 2021 and 2029 to accommodate this demand. Table 4.1 of the London Plan requires the delivery of 52,287 net additional homes across London per annum. In LBH, this equates to a minimum need for 15,920 dwellings throughout the plan period, equating to 1,592 per annum.

5.5. At the local level, LBH Policy SP2 (Homes) commits to maximising the supply of additional homes in the borough to meet and exceed the minimum housing target of housing target of 19,802 homes (1,502 homes per annum from 2015 – 2026).

5.6. The London Plan Policy GG2 (Making the best use of land) seeks to create successful sustainable mixed-use places that make the best use of land. Those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling:

“A. Enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites;

B. Prioritise sites which are well-connected by existing or planned public transport;

C. Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling;

D. Applying a design-led approach to determine the optimum development capacity of sites.”

- 5.7. London Plan Policy GG4 (Delivering the homes Londoners need) sets out that development must ensure more homes are delivered; these homes should be good quality homes that meet high standards of design.
- 5.8. London Plan Policy H2 (Small Sites) states that boroughs should pro-actively support well-designed new homes on small sites (those below 0.25 hectares in size) through both planning decisions and plan-making in order to significantly increase the contribution of small sites to meeting London's housing needs. The policy outlines that some 2,600 new homes should be delivered on small sites in the London Borough of Haringey over the next ten-years.
- 5.9. The policy goes on to outline examples of sites which should be targeted with capacity to deliver new homes. These include, inter alia, sites with existing or planning public transport access levels 3-6 or which are located within 800m distance of a station or town centre boundary; housing intensification on other low-density sites in commercial, leisure and infrastructure uses; and on small sites. It is important to highlight that whilst the Site has a PTAL of 2, the Site is located approximately 650 north of Muswell Hill District Centre; as such, the Site is considered an appropriate location for new homes.
- 5.10. The supporting text for policy H2 states that incremental intensification on small sites can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings including non-residential buildings and residential garages, where this results in net additional housing provision. The text goes on to state that developments of this kind should generally be supported where they provide additional housing to meet London's needs.
- 5.11. LBH Policy DM10 (Housing Supply) states that windfall development will be considered acceptable where this complies with the relevant policies of this Plan.
- 5.12. LBH Policy DM7 (Development on Infill, Backland, and Garden Land Sites) sets out that there will be a presumption against the loss of garden land, unless it represents comprehensive redevelopment of a number of whole land plots. Policy DM7 further states:

“Development proposals for infill, backland and garden land should meet the requirements of Policies DM1 and DM2 and must:

- a) Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;*
- b) Provide a site specific and creative response to the built and natural features of the area;*
- c) Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;*
- d) Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;*
- e) Retain and provide adequate amenity space for existing and new occupants;*
- f) Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and*

Planning Statement

St Matthews Court, Coppetts Road



- g) Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.*

5.13. The Site currently comprises vacant land to the rear of St Matthews Court. Whilst the Site is not formal 'garden land', it is available for the enjoyment of existing residents of St Matthews Court. As such, an assessment of Policy DM7 is provided in Bold below.

- a) Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;*

The proposed new building would not be visible from Coppetts Road. Nevertheless, the proposed development has been appropriately and sensitively designed to relate to the existing buildings at St Matthews Court. Access is provided via the natural continuation of the existing walkway and car park.

- b) Provide a site specific and creative response to the built and natural features of the area;*

The proposals are considered to provide a natural continuation of the existing layout of St Matthews Court.

- c) Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;*

The proposed new building would not be visible from Coppetts Road. Nevertheless, the new development would provide additional passive surveillance and increased security to the car park.

- d) Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;*

The proposed development has been designed to safeguard existing surrounding residents privacy and amenity, whilst ensuring the continued security. This is discussed in further detail below in Section 5.

- e) Retain and provide adequate amenity space for existing and new occupants;*

The proposals have been developed to ensure adequate amenity space for existing and new residents is provided. The current space to the rear is to be enhanced through a new landscape plan.

- f) Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and*

The proposed building would be ancillary to St Matthews Court.

- g) Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.*

The proposals would not result in a 'gated' development.

- 5.14. In light of the above, and having regards to the national, regional and local policy which seek to optimise sites in highly sustainable locations, it is considered that the principle of residential development at this Site would be strongly supported, in accordance with the objectives of the NPPF, London Plan policies GG2, SD6, GG4 and H2 and Local Plan Policies SP2, DM10 and DM7.

2. Design, Height, Scale and Massing

- 5.15. The NPPF attaches great importance to the design of the built environment. Paragraph 126 sets out that good design is a key aspect of sustainable development, and is indivisible from good planning. Furthermore, Paragraph 130 requires proposals to function well and add to the overall quality of the area, establish a strong sense of place, and respond to local character and history without stifling appropriate innovation.

- 5.16. The London Plan Policy GG2 (Making the best use of land) seeks to create successful sustainable mixed-use places that make the best use of land. Those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling:

"A. Enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites;

B. Prioritise sites which are well-connected by existing or planned public transport;

C. Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling;

D. Applying a design-led approach to determine the optimum development capacity of sites."

- 5.17. At the regional level, London Plan Policy D3 (Optimising site capacity through the design-led Approach) states that adopting a design-led approach will ensure that the development is of the most appropriate form and land use for the site. A design-led approach aids in determining the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. In addition to this, developments should enhance local context by delivering buildings that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- 5.18. London Plan Policy D4 (Delivering good design) reiterates the principles of the NPPF in requiring development to have regard to the form, function and structure of an area. Buildings should provide a high-quality design that has regard to the surrounding character to contribute towards a positive relationship between the existing and future context.
- 5.19. LBH Local Plan Policy SP11 (Design) states that all new development in Haringey should enrich and enhance the borough's built environment to create buildings and places which are sustainable, attractive

Planning Statement

St Matthews Court, Coppetts Road



and high quality in design. Local Plan Policy DM1 (Delivering High Quality Design) sets out that the Council will require all development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Policy DM1 further requires developments to positively relate to their locality, having regard to:

- a) *Building heights;*
- b) *Form, scale & massing prevailing around the site;*
- c) *Urban grain, and the framework of routes and spaces connecting locally and more widely;*
- d) *Maintaining a sense of enclosure and, where appropriate, following existing building lines;*
- e) *Rhythm of any neighbouring or local regular plot and building widths;*
- f) *Active, lively frontages to the public realm; and*
- g) *Distinctive local architectural styles, detailing and materials.*

5.20. The proposed development comprises a 4 storey residential building located to the rear of St Matthews Court, adjacent to Block D. The proposed building has been designed to closely reflect the consented (Ref. HGY/2022/1796) building form, materiality, height and massing of St Matthews Court, ensuring consistency between the blocks.

5.21. Due to the topography of the Site, the new block will sit slightly lower than the current Block D. Due to the Site's location, the proposed building would not be readily visible from Coppetts Road, or from the properties and respective gardens located on Creighton Avenue, given the significant number of trees between them.

Figure 5.1: Images of the existing site in context



Planning Statement

St Matthews Court, Coppetts Road



- 5.22. However, even when seen it will be viewed as a logical new part of St. Matthew's Court. It will fit in with the urban grain found here. St. Matthew's Court is a set piece in the townscape and a further block added to it will not affect the streetscene and makes good use of the site. There is already a block to the rear of the three frontage blocks and this proposal continues that form. It is noted that Nelson Mandela Close has a series of blocks to the rear of its plot behind the frontage blocks and set away from Coppetts Road, and so this form is followed. Architecturally, the design is to reflect the existing blocks but not totally mimic them. Subtle design elements are used to make sure the buildings are not a copy and can feel slightly more contemporary.
- 5.23. It is noted that the Planning Inspector determining the prior approval for an additional floor to the existing blocks of St. Matthew's Court noted that the topography rises north-south aligned with Coppett's Road

and that the houses of Nelson Mandela Close to the north sit lower than the St. Matthew's Court buildings and houses fronting Creighton Avenue. The St. Matthew's Court blocks are already taller in the street scene than the properties of Nelson Mandela Close although due to the rise in level to the south along the road, they appear a similar height to the semi-detached dwellings on the opposite side of the Coppett's Road and lower in level than those on Creighton Avenue.

- 5.24. In considering an additional floor to St. Matthew's Court to take it to four floors in height, the Planning Inspector concluded that the resulting height would not appear dominant in the street scene to a detrimental degree. The height would appear larger than the houses on Nelson Mandela Close when viewed from this vantagepoint, as it already does, but it would not be dominant. Moreover, the ridge height would likely be similar to the adjacent buildings of Creighton Avenue and slightly taller than the opposing semis on Coppett's Road. Taken together, a 4 storey St. Matthew's Court would not be a dominant presence in the street scene and would not harm the character and appearance of the area. A similar conclusion can be reached with the proposal for an additional block at the rear of St. Matthew's Court.
- 5.25. Overall, it is considered that the proposed development makes the best use of the Site, allowing this vacant space to be optimised to deliver much-needed homes in accordance with its immediate surrounding built form and context. The proposals are therefore considered to be in full conformity with the objectives of the NPPF, London Plan Policies GG2, D3 and D4, and Local Plan Policies SP11 and DM1.

3. Neighbouring Amenity

- 5.26. London Plan Policy D6 (Housing Quality and Standards) outlines that design must not be detrimental to the amenity of surrounding housing, specifically 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 (Noise) requires development proposals to reduce, manage and mitigate noise impacts.
- 5.27. Local Plan 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.

Daylight and Sunlight

- 5.28. Detailed analysis of the impacts of the development on the daylight and sunlight levels at neighbouring properties have been assessed within the supporting daylight and sunlight assessment, prepared by Herrington Consulting. This assessment has assessed the impact based both on the existing situation and has also considered the cumulative impact of the consented scheme (HGY/2022/1796) and the proposed scheme.
- 5.29. This assessment demonstrates that the development will not have a materially harmful impact to neighbouring properties and will not result in a significant reduction in the amount of either daylight or sunlight enjoyed by neighbouring properties.
- 5.30. Whilst there are some reductions seen in respect of annual probable sunlight hours, these will be within

Planning Statement

St Matthews Court, Coppetts Road



the limits prescribed by the BRE guidelines as being acceptable. Similarly, in respect of daylight, whilst there are some minor reductions, these are largely within the acceptable limits prescribed by the BRE guide.

- 5.31. Two rooms have been shown to experience a minor transgressional result, however given that these rooms will retain “reasonably good “ VSC for an urban environment, and the impact to their NSL will be negligible, these transgressions are not considered to represent a significant or harmful impact.
- 5.32. The results of the daylight and sunlight assessment must be considered within the context of paragraph 125 (c) of the NPPF which notes that sunlight standards must be applied flexibly so not to unduly constrain density. Given the minor impacts identified, and in light of this, it is not considered that the development should be prevented on these grounds.

Privacy and Outlook

- 5.33. The Site is separated from residential properties and their associated gardens to the South by some 23m and there are a number of well-established mature trees which obscure any views both from and to the Site. As such, it is considered their privacy and outlook would be maintained. To the north, the Site is separated by a car park, and the houses located along Nelson Mandela Close do not benefit from any aspect to the south overlooking the Site. As such, it is considered their privacy and outlook would be maintained.

Figure 5.2: Model showing the proposed development (blue) in the context of the existing built form



- 5.34. The windows in the nearest Block D on St. Matthew's Court on the flank wall serve rooms that have their main windows looking south. The positioning of the new block is set alongside these secondary, flank elevation windows and there is separation between the blocks rather than being linked like the existing blocks. It is considered that the corner rooms as a whole will continue to have good outlook for occupiers. Due to the juxtaposition of the two blocks, there is unlikely to be any ability to look directly into these flank windows and so privacy for these rooms is also maintained. The windows looking north in Block D will continue to have an open outlook across the car park towards Nelson Mandela Close.
- 5.35. Overall, the proposals have been sensitively and appropriately considered to ensure no harmful amenity impacts. The proposals are considered to be in accordance with policy DM01 and should therefore be considered acceptable.

4. Housing Mix

- 5.36. The proposals seek to provide a total of six 1 bedroom, 2 person units. The existing blocks in St. Matthew's Court comprise a series of 1 bedroom flats and so it is considered appropriate to continue that type of flat size in the proposed new block. There are a considerable number of family dwellinghouses in the surrounding streets and so the provision of additional smaller units at this site is considered appropriate and helps to contribute towards a mixed and balanced community.
- 5.37. The proposals comprise 6 dwellings in total and as such do not trigger any requirement for affordable housing.

5. Quality of Accommodation

- 5.38. The NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.39. The Mayor's Housing SPG (2016) (paragraph 2.1.4) sets out that housing should be designed so that people can use it safely and easily and it should meet inclusive design principles. Housing should be designed to accommodate and easily adapt to a diverse range of needs.
- 5.40. London Plan Policy D6 (Housing quality and standards) and London Plan Table 3.1 sets out that housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Policy D6 goes on to state that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 5.41. Policy D6 further sets out that:

"C. Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating."

- 5.42. Local Plan Policy SP2 (Housing) sets out that new development should be designed having regard to the housing design standards and space standards set out in the Mayor's Housing SPG (March 2016) and the London Plan as well as the play space standards set out in the Mayor's Play and Informal Recreation SPG 2012.

Internal space

- 5.43. The accommodation schedule within the accompanying DAS and **Table 5.1** below demonstrates that each of the proposed dwellings would fully comply, and where possible exceed National Space Standards and the minimum space standards of Table 3.1 of the London Plan.

Planning Statement

St Matthews Court, Coppetts Road



Unit reference	Internal space requirement (sqm)	Internal space provision (sqm)
01	50	52
02	50	52
03	50	52
04	50	52
05	50	52
06	50	52

External amenity space

- 5.44. In respect of external amenity space, London Plan policy D6 (Housing quality and standards) states that a minimum of 5sqm of private outdoor space for 1-2 person dwellings plus an extra 1sqm should be provided for each additional occupant.
- 5.45. The proposals have been designed to ensure the provision of external amenity space to all units, with the provision set out below against the external space requirement. The external amenity spaces are provided in the form of external balconies and achieve a minimum depth and width above the requirement of 1.5sqm, as set out within London Plan policy D6.

Unit reference	External space requirement (sqm)	External space provision (sqm)
01	5	5
02	5	5
03	5	5
04	5	5
05	5	5
06	5	5

- 5.46. Existing and proposed residents would continue to benefit from shared communal amenity space located to the rear of the site. The garden area is to be enhanced with a new landscaping plan designed by Ares, which will provide a more attractive and useable area than the currently grassed space. Although there is some reduction in the overall amount of communal space at the rear nearest to the car park, the main body of the communal area serving the blocks is to be improved in a new landscaping design that is considered to be more attractive and more useable. Furthermore, there are a number of public parks located in close proximity to the Site, including Alexandra Park to the south east and Muswell Playing Fields to the north.

Living environment

- 5.47. The application is supported by a daylight and sunlight assessment which has assessed the internal light levels within the proposed units. This assessment shows that the provision of natural daylight will meet or exceed the requirements set out within the BRE guidelines.

Summary

- 5.48. Overall, the proposed residential accommodation is considered to be of a high-standard and will deliver good quality units in a sustainable location. The proposals are considered to be suitable for the site and are in full accordance with the adopted development plan in this respect.

6. Transport and Highways

5.49. Local Plan Policy SP7 (Transport) seeks to promote sustainable travel and tackle climate change. Local Plan Policy DM31 (Sustainable Transport) sets out that the Council will expect developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

5.50. The key transport considerations are discussed below.

Car parking

5.51. Local Plan Policy DM32 (Parking) states that development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan. The Council will support new development with limited or no on-site parking where:

- a) *There are alternative an accessible means of transport available;*
- b) *Public transports accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
- c) *A Controlled Parking Zone exists or will be provided prior to the occupation of the development;*
- d) *Parking is provided for disabled people; and*
- e) *Parking is designated for occupiers of developments specified as car-capped.*

5.52. When considering the impact of two additional floors to each block of St. Matthew's Court to provide 9 additional flats (2x 1b/2p, 2x 2b/3p, 2x 2b/4p, 1x 3b/4p, 1x 3b/5p, 1x 4b/6p – 20 bedrooms in total), the first Planning Inspector concluded that the expected car parking demand could be accommodated within a reconfigured car park providing 2 additional spaces and any overspill absorbed within the street without causing on-street parking stress.

5.53. When considering the transport and highway impacts for the flats in the additional floor to each block providing 8 one bed flats, which had 12 less bedrooms than the two additional floors proposal, no objection was raised by the Council nor the Planning Inspector.

5.54. The parking demand arising from the six 1 bedroom flats in the new block is catered for in the undercroft car park of 5 spaces. This is more than the minimum requirement. With the increase in capacity of the existing car park due to its reconfiguration by one, a total of 26 car parking spaces are provided across the site. This includes 2 wheelchair accessible spaces when currently there are none. Together the undercroft car park and reconfigured car park will meet the demands of the existing and future residents, including the flats in the additional floor, and any overspill parking on to surrounding roads that might arise will not be at a level that is unacceptable, as concluded by previous Inspectors. As the first Planning Inspector stated, *"I am not convinced a small number of additional cars seeking on-street parking would be unacceptable"*.

Cycle parking

5.55. London Plan Policy T5 (Cycling) requires developments to remove barriers to cycling and create a healthy environment in which people choose to cycle. Developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 10.2 (Minimum cycle parking standards).

5.56. Local Plan Policy DM35 (Cycle Storage in Front Gardens) sets out that cycle storage should be of high

quality design, should not be visually intrusive and should not harm the amenity of surrounding properties.

- 5.57. Applying the London Plan standards (as set out in policy T5) to the development, the proposals would generate a cycle parking requirement of 9 long-stay spaces and 2 short-stay spaces.
- 5.58. The proposals will provide a total of 33 cycle parking spaces across the site, comprised of 25 spaces within a new store adjacent to the reconfigured parking area and 8 spaces contained within the undercroft parking area. The proposals therefore result in a net increase of 27 cycle parking spaces from the existing position.
- 5.59. Accordingly, the proposals meet and exceed the requirements of the London Plan, ensuring that sufficient fit for purpose, covered and secure cycle parking is provided to meet the demands of new residents, whilst also providing additional capacity to serve existing residents of the wider site. This additional provision, over and above the London Plan requirements, is considered to be a benefit of the proposals and will further promote travel to and from the site by sustainable means.

Waste storage

- 5.60. Policy DM4 states that all proposals should consider how to sustainably manage waste arising from the development during design and that all proposals will be required to make on-site provision for general waste and the separation of recyclable materials. On-site provision should:
- a. *Ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site;*
 - b. *Provide accessible and safe access to on-site storage facilities, both for occupiers and collection operatives, including vehicles, having regard to the Council's Refuse Collection Strategy;*
 - c. *Be located and screened to avoid nuisance and adverse impact on visual and other amenity to occupiers and neighbouring uses, and are within the maximum permitted carrying and reversing distances; and*
 - d. *For mixed-used development, suitably separate household and commercial waste.*
- 5.61. The Council's Sustainable Design & Construction SPD sets out waste storage requirements and states that 1 x 1100lt Eurobin should be provided per 6 dwellings for refuse with 1 x 1100lt Eurobin provided per 10 dwellings for dry recycling. A 360lt bin for food waste should be provided per 40 dwellings.
- 5.62. The proposals will provide additional waste storage capacity within a new enclosed bin store within the undercroft parking area to serve the residents of the new dwellings. This area will accommodate 2no. 1,100lt Eurobins and 1no. 360lt wheelie bin in accordance with the Council's Sustainable Design & Construction SPD.
- 5.63. Waste collection will take place as per the existing arrangement for the site with waste collectors entering the site to collect the bins from the relevant bin stores.

6. Conclusions

- 6.1. This Planning Statement has been prepared in support of a full planning application, Submitted to the London Borough of Haringey on behalf of Greyclyde Investments Ltd for the following proposals:

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

- 6.2. The application proposals present an opportunity to optimise this site by providing a further four storey block comprising an undercroft car park at ground level and 6 high quality homes. The additional block will be a logical addition to the set piece of St. Matthew’s Court and is designed to integrate into the townscape in an unobtrusive manner. Approval has been granted for additional floors to each of the existing blocks and the new block would be to the same height with a design that closely matches the existing but with some individual elements so as to not copy. In order to minimise disruption to residents during the construction process as far as possible, the two developments would be constructed at the same time considerably shortening the construction period.

- 6.3. The proposals are considered to be in full conformity with all levels of planning policy and will deliver the following planning benefits which should be weighed in favour of the proposals:

- Making effective use and optimisation of land in a sustainable and accessible location as required by planning policy;
- Provision of 6 new high-quality flats contributing to housing supply in the borough and helping to make mixed and balanced community in the wider area;
- Improvements to cycle parking, bin stores and outdoor amenity space for existing residents;
- Contribution to the local economy through the construction process by providing local firms with work opportunities;
- Contribution towards the local economy by providing new homes in the area, which will increase expenditure in local shops and services; and
- The proposed development will also generate a range of financial benefits including Community Infrastructure Levy (CIL).