



Planning, Design and Access and Heritage Statement

**7a Coppetts Road, London,
N10 1NN**

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Chapter 1

Introduction

1. Introduction

- 1.1. This statement has been prepared by WEA Planning on behalf of Mrs Linda Symons, to support a planning application for the proposed boundary treatments, resurfacing and door replacement at 7a Coppetts Road, London, N10 1NN, submitted under the Town and Country Planning Act 1990 (as amended).
- 1.2. This statement sets out the background to the development (including planning history), the design and justification for the proposal and its accordance with the development plan. The statement refers to the development plans which include:
 - The London Plan 2021
 - Haringey Local Plan: Strategic Policies 2013 (with alterations 2017)
 - Haringey Development Management Policies 2017
 - Muswell Hill Conservation Area Character Appraisal (2008)
- 1.3. The National Planning Policy Framework (NPPF) and the planning practice guidance to support the NPPF sets out the Government's policies and how they are expected to be applied.

Site Description

- 1.4. The application site is situated within the London Borough of Haringey at 7a Coppetts Road, London, N10 1NN.
- 1.5. Coppetts Road is a largely residential street with a small number of commercial units. No. 7a is a Class E unit with significant forecourt and very little rear amenity space. The existing driveway consists of gravel with a low brick wall, trees and hedging at the boundary of the property.
- 1.6. The site is approximately 0.5miles from Muswell Hill Broadway which is well served by local amenities and a 2-minute walk from the nearest bus stops on Coppetts Road. It is not within a Controlled Parking Zone. The site has a PTAL rating of 2.

1.7. The site is located within the Muswell Hill Conservation Area. The area was designated to preserve the architectural and spatial qualities of the largely Edwardian suburb.

1.8. The Muswell Hill Conservation Area Character Appraisal (2008) describes No. 7a accordingly:

No. 7A is a single storey commercial building with a central barn-like section with a tiled gambrel roof with oversailing eaves and a front elevation of painted brick with projecting brickwork forming Art Deco style frames around the outside of the elevation and of the double doors and two flanking narrow windows.

1.9. The site is not listed and is designated as Flood Zone 1 (low risk of flooding).

The proposal

1.10. The applicant seeks planning permission from the London Borough of Haringey Council for new boundary treatment, resurfacing of the forecourt, installation of play equipment and a replacement door at 7a Coppetts Road, London, N10 1NN.

1.11. The description of the development is as follows:

Erection of new boundary treatment; resurfacing of the forecourt; installation of play equipment; and replacement door.

1.12. The purpose of the proposed development is to provide a safe and attractive space for children to play and access, in relation to the nursery at the premises.

1.13. The main considerations for this proposal are the impacts on the character and appearance of the site and the Conservation Area, any impacts in terms of neighbouring amenity, and any consequences for highways and access.

Relevant Planning History

- 1.14. The property has seen limited planning applications in its history, as below.
- 1.15. Ref. No: HGY/1990/0645 | Approved with conditions, 29th January 1991
Change of use of existing garage/warehouse to office use involving internal and external alterations.

Similar Planning Applications

- 1.16. There have been applications nearby for new boundary treatments and other alterations at the front of properties. There have also been applications for nurseries in the borough, which evidence local decisions on the transport arrangements for the use, listed below.
- 1.17. Ref. No: HGY/2025/1797 | Approved with conditions, 5th September 2025
Change of use of ground floor of existing school building (F1) to a Children's Day Nursery (Class E)
Hornsey School For Girls, Inderwick Road, Hornsey, London, N8 9JF
- 1.18. Ref. No: HGY/2025/0291 | Approved with conditions,
Change of use of ground floor of the former caretaker's house into nursery to expand the school's childcare provision
Risley Avenue Primary School, The Roundway, Tottenham, London, N17 7AB
- 1.19. Ref. No: HGY/2024/0659 | Approved with conditions, 30th September 2024
Proposed change of use of vacant property to a day care nursery (Class E), for up to 50 children and 14 members of staff.
153 Philip Lane, Tottenham, London, N15 4HQ
- 1.20. Ref. No: HGY/2024/0639 | Approved with conditions, 31st May 2024
Proposed change of use of the existing caretakers house from residential (Use C3) to education use (Use Class F1) in order to provide a new school office and reception area, the reordering of the nursery and reception year classrooms to provide additional nursery spaces, two new door openings in the front elevation of the caretakers house and main hall, the demolition and removal of partition walls in halls 1 and 2, and landscape works including new ramp access and new secure

fences and gate. (See linked application for listed building consent (Ref: HGY/2024/0707)).

St Michaels School, North Road, Hornsey, London, N6 4BG

1.21. Ref. No: HGY/2023/0078 | Approved with conditions, 8th June 2023

Demolition of existing dwelling, with partial retention of front facade. Erection of a new replacement dwelling extending further to the rear, with a new basement and associated lightwells. Installation of new front boundary wall, gates and railings.

25 Sheldon Avenue, Hornsey, London, N6 4JS

Chapter 2

Planning Justification

2. Planning Justification

Policy Considerations

- 2.1. The decision to grant planning permission must have regard for the policies and proposals set out in the NPPF and the development plan.

National Planning Policy Framework (NPPF, 2024)

- 2.2. In so far as the National Planning Policy Framework is concerned, the proposals respond to the following guidelines:

- *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.” (Para 2)*
- Local authorities should ensure that developments *“are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (para 135c)*
- Local authorities should ensure that development *“that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:*
 - a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or*
 - b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings. (Para 139).*

The London Plan 2021

- 2.3. The proposed development responds to the following relevant policies of the London Plan:
- Policy D4: Delivering good design
 - Policy HC1: Heritage conservation and growth
 - Policy S3: Education and childcare facilities requires proposals to *“ensure that facilities incorporate suitable, accessible outdoor space”*.

- Policy S4: Play and informal recreation
- Policy T5: Cycling establishes the minimum standards for cycle parking and storage.
- Policy T6: Car Parking provides the maximum standards for car parking.

Haringey Local Plan

2.4. Haringey's local plan contains various policies of relevance to the Proposed Works:

2.5. Haringey Local Plan: Strategic Policies 2013 (with alterations 2017)

- Policy SP11: Design
- Policy SP12: Conservation
- Policy SP16: Community Facilities

2.6. Haringey Development Management Policies (2017)

- Policy DM1: Delivering High Quality Design
- Policy DM8: Shopfronts, Signs and On-Street Dining
- Policy DM9: Management of the Historic Environment
- Policy DM31: Sustainable transport
- Policy DM32: Parking
- Policy DM34: Driveways and Front Gardens
- Policy DM35: Cycle Storage in Front Gardens

Principle of Development

2.7. The property is a Class E unit with a large driveway. The use as Class E nursery would not be considered development and planning permission is not sought for the change of use.

2.8. The proposed development is to create a safe and attractive space within the existing driveway to form a children's play space and create a safe barrier from the highway. The proposal includes the replacement of the existing garage door to provide safe access to the building.

2.9. Policy S4 of the London Plan (2021) states that development should "*increase opportunities for play and informal recreation and enable children and young*

people to be independently mobile". The provision of high quality and secure play space for the nursery should be supported.

- 2.10. The altered boundary treatment, resurfacing and door replacement in association with the use of the premises as a nursery should be acceptable in principle.

Staff, Occupancy and Hours of Operation

- 2.11. Whilst the proposed development does not include the use of the unit as a nursery, the occupancy and hours are relevant to the use of the frontage as a play space for the children and the drop off arrangements are material to the loss of driveway space.
- 2.12. The nursery would have 10 members of staff and 35 children. During the day activities are rotated across three groups, limiting the number of children who would be outdoors at any one time.
- 2.13. The nursery operates Monday – Friday from 7:30am to 6:30pm. The nursery is closed over winter holidays and bank holidays.
- 2.14. The nursery operates also as a forest school nursery, with the staff taking the children offsite to the nearby woods during the day. As such, it is only anticipated that the forecourt of the unit would be occupied and in use for short periods within the workday.

Design and Heritage

- 2.15. The proposed alterations have been considered with a view to protect the significance and appreciation of the host-property and Conservation Area, whilst providing a safe and enriching environment for use in connection with the nursery.

Boundary Treatment

- 2.16. The proposed development would introduce black metal railings to the front boundary of the unit, behind the existing low wall. The proposal would retain the existing low brick wall to preserve the local character and material treatment, which is typical of the Conservation Area.

- 2.17. The fencing would be 1.8m high and the railings would preserve visual openness and permeability.
- 2.18. The existing trees and a large hedge would be retained, softening the visual impact from the street and protecting the green character of the Conservation Area and street scene.
- 2.19. There are several different front boundary treatments within the Muswell Hill Conservation Area. Nearby materials range from timber fencing, brick walls, metal railings or hedges, with varying heights.
- 2.20. The nearby Muswell Hill Synagogue benefits from higher black metal railings, of a similar design to this proposal. The neighbouring property 47 Creighton Avenue hosts black metal railings atop a brick wall (fig. 1).

Figure 1 - 47 Creighton Avenue



The property adjacent to No. 7A hosts metal railings above a low brick wall (image credit: WEA Planning)

- 2.21. The proposed black metal railings, incorporating the existing brick wall and landscaping, would complement the existing material treatments in the locality and would protect the visual character of the Conservation Area, whilst providing a safe and secure environment.

Signage

- 2.22. The proposed signage would benefit from deemed consent through Class 2(C) of The Town and Country Planning (Control of Advertisements) (England) Regulations 2007, Schedule 3, as below:

2C. An advertisement relating to any institution of a religious, educational, cultural, recreational or medical or similar character, or to any hotel, inn or public house, block of flats, club, boarding house, hostel or Bed and Breakfast establishment, at the premises where it is displayed.

- 2.23. The proposed sign would be for the nursery premises. The proposed sign would comply with the conditions and limitations of Class 2(C). There would just be one sign at the premises, the sign would be up to 2.6m above ground level, with an area of 0.96sqm, and characters would be below 0.75m height. There is no illumination proposed for the signage.

- 2.24. The sign would benefit from deemed consent and should not have any unacceptable visual impact on the host-property or Conservation Area.

Forecourt

- 2.25. The proposed development would replace the existing hardstanding and gravel on the driveway with a natural blend rubber mulch surface. The proposed surface would imitate bark and is designed to give a natural and neat appearance.
- 2.26. The proposed plans provide indicative play structures for installation in connection with the use of the area as amenity space for the nursery. The structures are proposed to be constructed in natural, unpainted wood and be partially screened from the street by the existing landscaping.
- 2.27. Details could be sought at the later design stage for the final materials, size and specifications of the equipment.

Replacement door

- 2.28. The proposed development would replace the existing detached garage door with a standard door and glazing panels for safe, level access to this part of the premises. The replacement door would match the existing in colour and material.

The glazing above the door would be replaced to match the existing and would be slightly raised to accommodate the height of the replacement door. There would be a small disruption to the existing glazing pattern in order to fit a standard height door, this would have a limited impact on the street scene and Conservation Area as the door is screened from street view by the retained hedge.

- 2.29. The consistent use of materials and colours would minimise the impact on the conservation area and protect the character of the property. The significance of the property to the conservation area primarily comes from the principal elevation and the fenestration, brick detailing and roof form.
- 2.30. The proposed alterations at the front of the property would have limited impact on the significance of the heritage asset and appreciation of the host-property. The retention of the existing wall and landscaping, and application of characteristic and appropriate materials and colours would mitigate the impacts and create a smart and attractive contribution to the street scene. The proposed development should accord with Haringey Development Management Policies (2017) DM1 and DM9.

Landscaping and Biodiversity

- 2.31. It is not considered that the proposal would introduce any significant impacts for onsite ecology and biodiversity.
- 2.32. Much of the existing site is hardstanding, with some soft landscaping and trees at the boundary of the site. The proposed development would not impact the existing trees, and the larger hedge would be retained.
- 2.33. The development would only impact the existing hardstanding onsite and would be exempt from Biodiversity Net Gain. The proposed works would not impact over 25sqm of habitat, or 5m of linear habitat and would be considered De Minimis for the purpose of BNG.
- 2.34. Overall, the ecological impacts of the proposed development are minimal, and the development is acceptable in this regard and aligns with the above policies. Given the development will retain much of the existing planting, it would have negligible impact for ecology and biodiversity, the landscaping will also help to soften the boundary treatment visually.

Flood Risk and Surface Water Drainage

- 2.35. The site is not within a Critical Drainage Area and is designated Flood Zone 1 (low risk of flooding).
- 2.36. The current driveway consists of loose gravel over hardstanding. The proposed natural blend rubber mulch surface is permeable and would not increase the surface water flood risk on or around the site from the existing arrangement.
- 2.37. The proposed alterations should be acceptable in terms of drainage and flood risk. The proposal should accord with the Local Plan policies DM24 and DM25.

Impacts on the Amenity and Privacy of Neighbouring Occupants

- 2.38. Local Plan Policy DM1 concerns living conditions including that of occupants of neighbouring dwellings.
- 2.39. As the development would be primarily located in the existing driveway of the unit, it would not result in any harmful overshadowing, over-dominance, loss of outlook or loss of privacy for any neighbouring properties.
- 2.40. The boundary treatment would retain existing hedge to preserve visual amenity for neighbouring occupants.
- 2.41. The noise impacts from the use of the forecourt as a play space will be limited to opening hours (7:30 – 18:30 Monday to Friday).
- 2.42. As a result of the operations and hours of the nursery, it is considered that the noise impact from the use would be in line with nearby open play areas, including Fortismere School at the rear of the premises, and should not create unacceptable impacts for neighbouring properties.
- 2.43. The nearby nursery at 153 Philip Lane (ref: HGY/2024/0659) was approved as officer's considered the occupancy and opening hours would be sufficient to ensure good amenity for neighbouring occupants. The application site would have the same opening hours and fewer staff and children and should be considered acceptable in this regard.

- 2.44. The development would therefore accord with Policy DM1 of the Development Management DPD (2017) and should be acceptable in relation to amenity impacts.

Access Arrangements and Impact on Transport

- 2.45. Whilst the application does not seek permission for the use as a nursery, Haringey's Development Management DPD (2017) Policy DM51: Provision of Day Nurseries and Child Care Facilities considers the impact on local transport networks and parking provision.
- 2.46. Policies DM31 and DM32 of Haringey's DPD (2017) promote sustainable and active transport.
- 2.47. The existing driveway has space for 4no. cars. London Plan (2021) Policy T6 provides no parking standards for a nursery. A Transport Statement and Travel Plan (Paul Mews Associates, 2026) has been prepared to support the application and demonstrate that the development would be acceptable in terms of highways impacts.
- 2.48. The Transport Statement confirmed that the site is within 500m of the pre-existing nursery location at Fortismere School, and should not place additional vehicular traffic and increase parking in the vicinity than the existing situation. The Assessment identified that the location is optimal for linked trips to schools and places of work. Surveys were conducted with the existing staff and children at the nursery, which provided data for existing trips and modalities.
- 2.49. The Transport Assessment also details arrangements for servicing, waste storage and collection, and fire tender access. The Assessment finds that these should be acceptable and meet local requirements.
- 2.50. The Travel Plan identifies measures to ensure that the transport impact of the reduced onsite parking is acceptable. The Plan includes delivery and monitoring through assigned staff members, establishes hard and soft measures to implement the plan and sets targets to improve active travel to and from the site.
- 2.51. London Plan (2021) Policy T5 provides minimum cycle parking standards for nurseries, requiring 1 space per 8 FTE staff and 1 space per 8 students.

Accordingly, the development would accommodate 6 Sheffield stands in the front of the property.

- 2.52. Haringey's Development Management DPD (2017) Policy DM2 requires development to create safe and secure environments that are accessible. The proposed railings and gate would adhere to the Secured by Design principles. The railings would retain lines of sight, and the proposed gate would be used by pedestrians only, and not for vehicle use. The use of the driveway as a play area would provide an active frontage for the area and would increase passive surveillance and security for the neighbourhood.
- 2.53. Haringey's Development Management DPD (2017) Policy DM34 promotes the retention of soft landscaping in front gardens and driveways and the use of permeable materials for hardstanding.
- 2.54. Policy DM35 of Haringey's Development Management DPD (2017) requires cycle storage to be sensitively screened behind the boundary treatment and use colours in keeping with the host-property.
- 2.55. The loss of onsite parking and replacement with dedicated play space should be supported. The Travel Plan will be implemented to mitigate and minimise the potential impact for the local road network and promote sustainable travel options. The development should be approved in accordance with local policies DM2, DM31, DM32, DM34, and DM35, and London Plan (2021) Policies T5 and T6.
- 2.56. The proposed development would provide secure and high-quality play space, promoting healthy communities and independent play for young children in accordance with London Plan (2021) Policy S4. The alterations have been designed to complement the host-property and street scape and protect visual and neighbouring amenity. The proposed development has been assessed against the National Planning Policy Framework (NPPF), the London Plan (2021), and the Haringey Local Plan (2017).

Chapter 3

Conclusion

3. Conclusion

3.1. This application seeks full planning permission for the erection of new boundary treatment, resurfacing of the forecourt, installation of play equipment and a replacement door at 7a Coppetts Road, Muswell Hill, London N10 1NN.

3.2. In conclusion:

- The proposed development would create a high-quality play space to enrich the experience of young children in the borough. The objectives of the proposal are supported by London Plan (2021) Policies S3 and S4.
- The proposed alterations would have a limited impact on the Conservation area and street scene. The use of characteristic materials and retention of architectural features will protect the significance of the heritage asset.
- The hours of use and occupancy of the site would protect neighbouring amenity at the site in terms of acoustic impacts. There should be no new impacts for privacy, overlooking, or daylight and sunlight.
- The loss of on-site parking provision should not create unacceptable impacts on the local highways network. The Travel Plan will be implemented to manage staff and visitor trips and promote active travel to and from the site.
- The alterations should not create any new or unacceptable impacts for ecology or drainage. The existing trees will be retained and the proposed floor surface would be permeable.

3.3. The development proposal is therefore compliant with the NPPF, the London Plan 2021 and development plan policies contained within the Haringey Local Plan (Strategic Policies and Development Management Policies). Planning permission should therefore be granted, and we ask that the council approve this application. We look forward to receiving your decision. Should you have any queries in respect of this submission, please do not hesitate to contact us.