

22 June 2026

Haringey Council London Borough
Planning, Regeneration & Economy,
Level 6, River Park House,
225 High Road,
Wood Green,
N22 8HQ



Dear Nathan Keyte,

Addendum to an application for ‘Erection of new boundary treatment; resurfacing of the forecourt; installation of nursery play equipment; freestanding sign; changes to front elevation door. (There is an associated advertisement application: HGY/2026/1188).’ (reference HGY/2026/1143) at Old Station House, 7A Coppetts Road, Hornsey, London, N10 1NN

This Addendum has been prepared by WEA Planning as the agent on behalf of the applicant to respond to the consultation responses for the proposed development “Erection of new boundary treatment; resurfacing of the forecourt; installation of nursery play equipment; freestanding sign; changes to front elevation door. (There is an associated advertisement application: HGY/2026/1188).’ at 7A Coppetts Road (ref: HGY/2026/1143). The key concerns raised include the use of the premises as a nursery, potential transport impacts, air quality, neighbouring amenity, design and heritage impacts. These are addressed in turn below.

Additionally, the Addendum summarises the changes on the revised drawings and clarify elements of the proposed design following consultation and pro-active conversations with the local council.

Nursery use and planning history

A number of consultation responses have commented on the nursery use on site and the planning history of the site, including the permission for use of the site as offices in former Use Class B1 granted in 1991 (ref: HGY/42088).

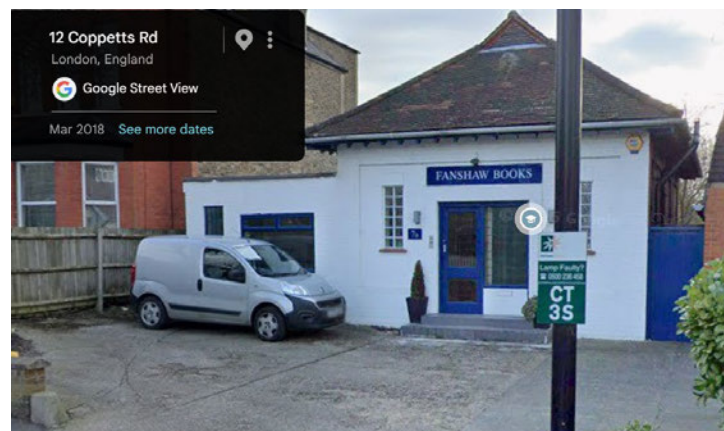
The lawful use of the unit on site is Class E following The Town and Country Planning (Use Classes) (Amendment) (England) 2020, whereby former B1 uses, became part of the flexible Class E use, which includes retail and nurseries. There is no condition on the specific use of the unit and this follows well established *I'm Your Man Ltd v Secretary of State for the Environment*

(1998) principle. As such, there is no material change of use on site, and no permission is required for the nursery use itself.

The permission sought is for works at the boundary, façade and forecourt of the site. As such, only material considerations for these elements of the proposal are relevant to the determination of this application.

We do not disagree with the LPA's view that the 1991 permission does not restrict the use as a Class E unit. Google Street View images and business profiles from the last 10 years show the unit to have previously been in used for retail premises (fig. 1) for Fanshaw Books and Denes Natural Pet Care store.

Fig. 1 – Google Street View 2018



Site as used by Fanshaw Books with associated commercial signage and concrete underneath the later addition shingle driveway.

Given that this application is solely for external works (boundary treatment, door replacement, forecourt works and signage) the use and occupancy of the building are not within the scope of the current proposal and the permission being sought.

We also do not disagree with the LPA's assumption below:

“With the changes introduced in 2020 to the Use Classes Order, the site moved into the broader Class E, which allows changes between the relevant sub-uses without requiring further permission.”

Regardless, variations to conditions could be sought via a separate s73 application. It should have no bearing on this case. Condition 4 is vague. The nursery will not be detrimental to the amenity of the neighbourhood and will improve provision within the local community.

Furthermore, if the planning history of the site gave concern for land contamination, a study should have been requested at validation. No evidence has been provided for potential land contamination on site. The proposed development will retain the existing concrete on site, with minimal digging for underpinning and landscaping at the site's boundary. There will be no significant earthworks, and the development should not create any concerns for impacts from land contamination or require remediation.

Transport and highways

A Transport Statement and Travel Plan have been provided to assess the impact of the application as the development would reduce the availability of off-street parking onsite. The nursery currently operates at the nearby Fortismere School. The statement confirms this and assesses the likely impacts of the new site, stating that *"Fortismere School North Wing, Creighton Avenue, which is located 200 metres to the west of the site as the crow flies. The Fortismere School nursery does not feature car parking. Given that the Coppetts Road site is only 200 metres away from the previous nursery, staff and children are expected to access the site in exactly the same manner as previously."* As such, it is not anticipated that the nursery would bring any additional transport impacts from the movements to and from the existing premises nearby.

The Travel Plan sets out steps to improve active travel to and from the premises and monitor and adapt to any transport impacts.

The proposed railings and gate are necessary to protect the children's safety from the adjacent highway. The development should be acceptable in terms of transport and highways impacts.

Air quality

Some responses have referred to air quality impacts, either from the development or existing air quality impacts for the children of the nursery. As the transport arrangements would remain unchanged from the existing nursery trips to the area, there should be no new impacts for air quality. The forecourt would retain the trees, much of the existing planting and provide further new landscaping at the boundaries to mitigate any impacts for air quality. Furthermore, the site is approximately 200m from the existing site where the children also played outdoors. It is not anticipated that the new location would unacceptably increase the risk of harm from air pollution. Rather, the reduction of onsite parking should improve the air quality onsite.

Noise and neighbouring amenity impacts

Children playing in the forecourt would have some effect on noise and amenity impacts, this would be mitigated by the hours of use and capacity of the site area. The use of the outdoor play space would be around 3 hours a day, divided across smaller periods, during the working hours Monday – Friday, 7:30-18:30. The applicant is committed to carefully monitoring the

number of children using the space at any one time to protect neighbouring amenity. Considering the nursery's operations and structure, it is anticipated that the use of the forecourt would have a limited impact on neighbouring amenity. There are existing school playing fields at the rear of the site and the proposed development should not add an unacceptable level of harm for neighbouring occupants from the existing situation.

The revised plans include an additional acoustic screen between Nos. 7a and 7 Coppetts Road, as this would be the closest habitable room to the site and is considered more sensitive for noise impacts. Additionally, the cycle hoops are proposed to be located at this boundary to reduce the potential for sound and play in this immediate area.

There should be no unacceptable impacts for noise from the proposed development, as such the development should be acceptable in this regard and not in conflict with condition 4 of the 1991 permission.

Appearance, design and heritage

A number of comments refer to the impact of the works on the existing forecourt. The existing driveway is for a commercial unit and does not comprise of a residential front garden or driveway. Whilst the surrounding area is mostly residential, the existing site is in commercial use, and there are several non-residential uses on Coppetts Road, including schools and religious buildings.

The boundary treatment has been revised to continue the railings behind the retained hedge at the right-hand side for improved security.

The dwarf walls at the front of the property will remain as existing with no change proposed here. Much of the existing landscaping are retained and additional planting is proposed to protect the significance of the Muswell Hill Conservation Area and help to screen and soften the forecourt. The proposed railings should be of an acceptable style, colour and material to contribute to the significance of the Conservation Area and would closely match the treatment at the adjoining property.

The plan has been amended to maintain most of the existing soil areas at the forecourt and ensure appropriate drainage for the two retained trees. There should be additional soft landscaping at the left-hand side of the forecourt. New evergreen planting and climbers will soften the impact of the new boundary treatment and add additional screening for the nursery.

The proposed replacement door and glazing has been reduced to fit within the profile of the above fanlights and preserve the existing horizontal and vertical line to minimise the visual impact.

The proposed play equipment would be small scale and suitable for the use by a small group of young children in the area at one time. The materials would be natural timber, and the heights would not exceed the proposed railings. The equipment should not appear unduly prominent or overbearing to preserve the wider streetscape.

All play equipment would be natural unpainted timber, as established in the Planning Statement at Paragraph 2.26. No structure would exceed heights of 1.6m and there would be no climbing frames or platforms above 1m to allow views or unacceptable sound impacts beyond the acoustic screen.

The proposed rubber mulch floor surface would imitate natural bark and maintain a neat and tidy appearance, small holes would be made into the existing concrete base to allow for installation of the surface and increase the permeability from the existing situation.

The design and materials have been chosen to minimise the visual impact on the existing street scene and protect the heritage asset.

Signage

Some comments suggest that signage would be out of keeping with the area, but Google Street view (fig. 1) shows that a previous occupier of the unit had signage at the premises. The wider area consists of a number of commercial, educational and religious buildings with signage. The proposed signage would not be out of character.

Fig. 2 - Outdoor advertisements and signs: a guide for advertisers (2007)



Figures 16 and 17 within the Technical Guidance are both examples of signage within Class 2(C).

The height and size of the proposed signage has been reduced. The signage should comply with Class 2(C) of The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and benefit from Deemed Consent. The regulations do not specify the proximity to the entrance. The Technical Guidance (2007) document includes signs atop posts within the examples of Class 2(C) signage (fig. 2) and this should be acceptable in this case.

The proposed signage should benefit from deemed consent, including within a Conservation Area, and advertisement consent has been sought to confirm that the proposed signage meets the requirements and is acceptable.

The use of unit as a Class E nursery would not require planning permission and the proposed development seeks to create a safe space for children to play and arrive to the site. On balance the proposal should not create unacceptable transport or amenity impacts. The design has been carefully considered to respect the streetscape and protect the character of the Muswell Hill Conservation Area.

The applicant is keen to work proactively with the council and residents to ensure that the proposed development would minimise any impacts during the construction and operation of the development. The nursery is eager to continue their work creating an environment which fosters curiosity, play and independence in young children, providing a great start to Haringey's young residents.

Yours sincerely,

