



Appeal Decision

Site visit made on Thursday 7 August 2025

by **B J Sims BSc (Hons) CEng MICE MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 01 September 2025

Appeal Ref: APP/Y5420/W/25/3361804

St Matthews Court, 7b Coppets Road, Hornsey, Haringey, London, N10 1NW.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Greyclyde Investments against the decision of Haringey London Borough Council.
 - The application Ref is HGY/2023/2653.
 - The development proposed is the construction of a new residential building (Use Class C3) together with landscaping, cycle and car parking and associated works.
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Decision

1. The appeal is allowed and planning permission is granted for the construction of a new residential building (Use Class C3) together with landscaping, cycle and car parking and associated works, at St Matthews Court, 7b Coppets Road, Hornsey, Haringey, London, N10 1NW, in accordance with the terms of the application, Ref HGY/2023/2653, and subject to the conditions set out in the Schedule appended to this decision.

Preliminary Matters

2. I inspected the appeal site from within the car park to St Mathews Court and also viewed the site from the adjacent back garden of No 52 Creighton Avenue, as well as from surrounding public viewpoints.
3. I observed that the existing residential blocks of St Matthews Court were in the process of being increased in height from three to four storeys under an earlier planning permission granted at appeal in 2022¹. Temporary buildings were present, associated with the construction works and, in addition to the car park, the ground around the buildings, noted on the plans as existing shared amenity space, was largely paved with concrete.
4. The new building, of three storeys above undercroft parking, would stand between the westernmost existing block D and the shared boundary with No 52 Creighton Avenue. On completion of the proposed new block, the remaining area of the site, apart from the car park, would be used to provide communal gardens with enhanced landscaping.
5. The proposal in this appeal falls to be considered in comparison with the existing built development on the site, once the increase in height has been completed as already approved.

¹ APP/Y5420/W/22/3308350

Main Issues

6. I consider that main issues in this appeal relate to the layout, scale and design of the proposed building and the effect of the development on neighbouring amenity.

Reasons

Layout, Scale and Design

7. The proposed new building would largely fill a currently open space between the existing westernmost block D and the shared boundary with the back garden of No 52 Creighton Avenue.
8. I recognise that the new building would occupy a present garden area, valued by the Council and many residents as a visual buffer between the surrounding domestic, mainly two-storey dwellings and the distinctive and more prominent, St Matthews Court. Here, the present blocks will soon be of four storeys and the proposed block E would be of equivalent height.
9. However, due to the local topography, the actual roof level of St Matthews Court would be of a comparable order with that of some of the properties to the south and west. Furthermore, a reasonable degree of openness between the Court and other buildings would still be maintained by the relatively long and spacious rear gardens of No 52 and other properties further along Creighton Avenue.
10. The new block would, to some extent, add to the degree of visual dominance experienced from the north, at Nelson Mandela Close, due to the presence of the Court. However, taking account of the intervening distance, including the width of the car park, I do not consider that the additional building would make this effect significantly worse, compared with the present four blocks, once raised to their full approved height.
11. Given these degrees of separation between the proposed block and neighbouring buildings, I find that the height and scale of the additional built development would be acceptable.
12. I appreciate that the proposed block E, like the present block D, would not enjoy any conventional street frontage. However, despite a reduction in existing garden space, St Matthews Court, as a whole, would have the benefit of a proposed, shared outdoor amenity area of reasonably generous size. This would be nicely enclosed from the street and the car park and subject to enhanced landscaping. The latter could be secured by planning condition and would compensate, in some measure, for the recent loss of some trees from the appeal site.
13. The pedestrian and vehicular access and approach to the new block and its undercroft are criticised by the Council as uninviting and of poor legibility, due in part to the close proximity of blocks D and E. However, it would be largely for prospective occupiers to determine whether this aspect of the layout would be acceptable. Moreover, I consider that the comparatively utilitarian car park and undercroft would be appropriately separated from the landscaped amenity area by block E itself, adding to its sense of enclosure and privacy. Overall, I think that, externally, the layout of the development would contribute positively to an acceptable living environment for occupiers.

14. The proposed block E is designed in the same style and with similar fenestration, roof profile and brick finish as the existing blocks of St Matthews Court. I find no objection to the inherent form and design of the proposed building.
15. For the foregoing reasons, I regard the proposed development as compliant with the aims of the adopted development plan policies, cited in the decision notice, with respect to achieving high quality, accessible and inclusive housing design to create places that enhance the built environment of Haringey. These are Policies SP11 of the Haringey Local Plan (HLP), D5-6 of the London Plan and Development Management Policies 1 and 12.
16. I also consider the proposal to be compliant with DM Policy 7 which, consistent with national policy, specifically resists the harmful loss of garden land unrelated to comprehensive redevelopment. In this particular case, I see no significant planning harm in the degree of loss of garden space, given the enhanced landscaping proposed to form part of the development.

Neighbouring Amenity

17. There is no doubt that the outlook for occupiers of apartments in the west side of block D would be affected due to the nearness and forward position of proposed block E, with a 2m space between them. However, submitted technical evidence shows that the effect on natural light reaching the western windows would be marginal. Moreover, the main windows from those homes are to the north or south. Altogether, I do not believe that there would be unacceptable harm to the amenity of block D with respect to outlook or natural lighting.
18. I have already noted above, with respect to the scale of the proposed development, the relatively greater separation of homes in Nelson Mandela Close from St Matthews Court. For the same reason, I do not consider that those properties would suffer any unacceptable degree of overlooking, loss of privacy or harm to their outlook due to the new block E, compared with the situation with blocks A-D raised to four storeys.
19. When I visited 52 Creighton Avenue, I was impressed by the well-stocked and lovingly maintained garden behind the house and understand the misgivings of the householder about a large new building being placed so close to the side boundary.
20. Certainly, the new block would be evident from the rear of this neighbouring property, but any direct effect would be confined to approximately the bottom third of the long garden. It appears that only a secondary, stepped, external upper ground floor entrance to block E would be located facing No 52 Creighton Avenue, whilst the main outlook from its windows and corner balconies would be to the north and south. There is some potential for overlooking from the shorter, west-facing side of the balconies but, over most of the garden and the rear of the house, this would be no more than oblique. Overall, therefore, given a degree of screening by existing and proposed boundary trees and vegetation, I consider that any degree of actual or perceived impact on the amenity of No 52 Creighton Avenue would not be unacceptable in planning terms.
21. I have noted concern over construction noise, but that is also a matter for public health legislation and does not affect the balance of this decision. Even so, construction management and plant noise levels could also be subject to planning conditions.

22. With respect to neighbouring amenity, I regard the appeal proposal as further compliant with the development plan policies I reference above.

Other Matters

Access, Parking and Cycle Storage

23. The Council, on advice from the Highway Authority, accepts that the proposed car parking arrangements would be acceptable for the sustainable urban location of the site, and that sufficient cycle storage could be secured by planning condition. I see no reason to disagree.

Housing Supply

24. There is a shortfall in the Borough housing land supply, and a national policy presumption in favour of the development of brownfield land for housing, unless substantial harm would occur. In principle, these factors militate in favour of this appeal.

Planning Balance

25. I have found that the proposed development would, on balance, comply with relevant policies of the development, which I have quoted above, and which are essentially consistent with national planning policy. I therefore regard the proposal as compliant with the development plan as a whole.
26. Moreover, the addition of six new homes of good quality to the Borough housing stock, in line with adopted local and national policy, would be a planning benefit carrying a measure of additional material planning weight in favour of this appeal.

Conditions

27. Planning conditions are necessary, as suggested without prejudice by the Council.
28. In addition to standard requirements for commencement within three years and compliance with the approved drawings, samples of finishing materials and landscaping details are required for advance approval and subsequent implementation as approved, in order to ensure the satisfactory appearance and amenity of the development.
29. For further protection of amenity, a detailed refuse management plan is required to be approved and implemented before the building is first occupied, as well as details of any external lighting. In the interests of sustainable travel and the provision of sufficient off-street car parking, details of cycle and car parking are required for advance approval and subsequently to be implemented.
30. Further conditions are necessary to secure a Construction Management Plan, and the control of noise emissions from mechanical plant, in the interests of safeguarding amenity and free traffic flow during the building works.
31. Finally, conditions are needed to ensure remediation of any contaminated land encountered, as well as compliance with energy efficiency and lifetime homes standards.

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Conclusion

32. For the reasons explained, I conclude that this appeal should be allowed and permission granted subject to the conditions I have outlined.

B J Sims

INSPECTOR

APPENDIX

SCHEDULE OF PLANNING CONDITIONS

1. The development hereby authorised must be begun not later than the expiration of three years from the date of this permission, failing which the permission shall be of no effect.
2. Except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment, the development shall be completed in accordance with the following approved plans:

Site Location Plan	20169-LSI-AAA-00-DR-A-1005 S2 P01
Existing Site Plan	20169-LSI-AAA-00-DR-A-1000 SO2 P01
Proposed Site Plan	20169-LSI-AAA-00-DR-A-1001 SO2 P02
Existing Block Plan	20169-LSI-AAA-00-DR-A-1010 S2 P01
Proposed General Arrangement Plan- Lower Ground Floor	20169-LSI-AAA-LG-DR-A-1300 SO P03
Proposed General Arrangement Plan- Upper Ground Floor	20169-LSI-AAA-UG-DR-1301 SO P04
Proposed General Arrangement Plan- First Floor	20169-LSI-AAA-01-DR-A-1302 SO P02
Proposed General Arrangement Plan- Second Floor	20169-LSI-AAA-02-DR-A-1303 SO P02
Proposed General Arrangement Plan- Roof Plan	20169-LSI-AAA-RF-DR-A-1315 SO P02
Proposed General Arrangement Elevations- New Build	20169-LSI-AAA-ZZ-DR-A-1350 S2 P03
Proposed General Arrangement Sections- New Build	20169-LSI-AAA-ZZ-DR-A-1370 S1 P01

3. No above-ground works shall take place until the following details of the new building hereby permitted have been submitted to and approved in writing by the Local Planning Authority:
 - a) Sample panels of proposed facing brickwork showing the colour, texture, pointing, bond, mortar, and brickwork detailing;
 - b) Details of roof treatment;
 - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
 - d) Details and locations of downpipes, rainwater pipes or foul pipes and all external vents;
 - e) Any other external materials to be used.

The development shall be carried out only in accordance with the approved details.

4. Notwithstanding the landscaping details shown on the approved plans, no development above ground shall take place until final details of both hard and soft

landscape works have been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include the following:

- a) proposed trees, their location, species and size;
- b) soft planting, including grass and turf areas, shrubs and herbaceous areas;
- c) a statement detailing how the proposed planting has been selected to maximise biodiversity and to improve air quality;
- d) a landscaping maintenance plan; and
- e) any other landscaping features forming part of the scheme.

The submitted details shall confirm that the landscaping scheme will achieve an Urban Greening Factor (UGF) of 0.45.

The landscaping of the site shall be carried out and implemented in strict accordance with the approved details, with planting carried out in the first planting and seeding season following the occupation of the building or the completion of development, whichever is the sooner.

Any trees or plants which, within a period of five years from the completion of the development, die, are removed, become damaged or diseased shall be replaced in the next planting season with plants of similar size and species.

5. Notwithstanding details shown on the approved plans, prior to the first occupation of the development hereby approved a detailed management plan for provision of refuse and waste storage and recycling facilities and arrangements for collection, shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.
6. Prior to the commencement of any above-ground works, scaled drawings with details of the location and dimensions of the secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be provided in accordance with the London Cycling Design Standards prior to first occupation of the development and shall be retained thereafter.
7. Before the development hereby approved is occupied, the adapted area set aside for car parking shall be provided, as shown in drawing 20169-LSI-AAA-LG-DR-A-1300, and retained permanently thereafter for the purposes of car parking to meet the car parking requirements of St Matthews Court.
8. Before the occupation of the residential units hereby permitted, full details of any additional external lighting to be installed on site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with such approved details.
9. No construction shall take place, other than site clearance, until a Construction Management Plan (CMP) for the development has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the following:
 - i. A programme of works (including measures for traffic management);

- ii. Vehicle routing and provision for any reversing manoeuvres required onto the public highway to be managed by a qualified and certificated banksman;
- iii. Storage of plant and materials used in constructing the development;
- iv. Details of a construction compound including the siting of any temporary site office, toilets, skips or any other structure;
- v. The erection and maintenance of security hoarding where appropriate;
- vi. Wheel cleaning and wash facilities to prevent mud, or dust from migrating on to the adjacent highway;
- vii. Contact details for the Site Supervisor responsible for on-site works.

The development shall be implemented only in accordance with the CMP.

10. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA supplementary planning guidance Control of Dust and Emissions During Construction and Demolition dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london>
11. The residential units hereby approved shall be designed to meet Part M4 (2) - accessible and adaptable dwellings - of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing, in advance, with the Local Planning Authority.
12. An updated energy report shall be submitted to and approved in writing by the Local Planning Authority prior to the superstructure works commencing on site showing no less than a 76% percentage improvement in carbon emissions over 2021 Building Regulations Part L are still to be achieved, including the following details:
 - a. Location, specification and efficiency of the proposed ASHP units to be installed with thereafter the noise level from the operation of the units not exceeding 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property.
 - b. Details of the PV arrays to be installed in the form of a roof plan showing the number, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp).

The development shall thereafter be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

- *end of schedule* -