

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 25-Sep-2012

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
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**Ward:** Southgate

**Application Number :** P12-01160PLA

**Category:** Dwellings

**LOCATION:** THE BOURNE CAR PARK, THE BOURNE, LONDON, N14 6QX

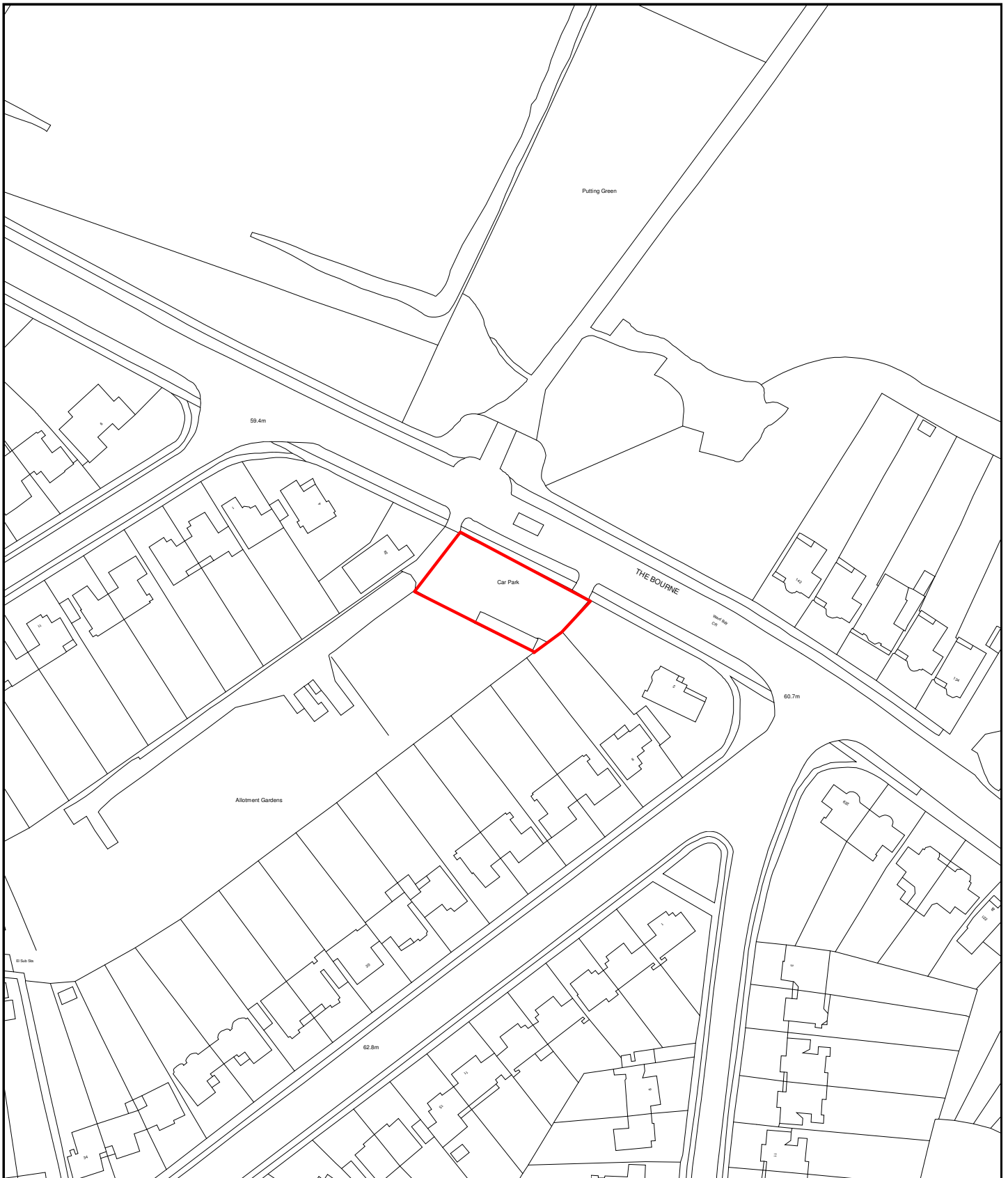
**PROPOSAL:** Erection of 1 x 3-bed detached and 2 x 3-bed semi detached single family dwellings each with garage and roof terrace, front dormers and rear dormer windows with enclosed terrace in roof and balconies to first floor rear, involving demolition of existing storage building.

**Applicant Name & Address:**  
The Swaby & Bexwell LLP c/o agent

**Agent Name & Address:**  
David Castle Architect  
19, South Hill Park Gardens  
London  
NW3 2TD

**RECOMMENDATION:**

That upon completion of the S.106 agreement, the Head of Development Services / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 11:53

Date of plot: 13/09/2012

## **1. Site and Surroundings**

- 1.1 The application site comprises a former public car park fronting the Bourne, at the midpoint between the junctions with Greenway and Parkway, opposite the Inverforth Gate entrance to Grovelands Park. The site covers approximately 0.06 hectares and has a street frontage of approximately 38 metres. The site is bordered to the south by 2 The Bourne and 6 Greenway, to the north by 2A The Bourne, and to the west by the Bourne Allotments which is reached via an access drive between the applicant site and 2A The Bourne. The application site sits in the well of a noticeable dip in the road.
- 1.2 The site is located in the Meadway Conservation Area

## **2. Proposal**

- 2.1 Permission is sought for the erection of 1 x 3-bed two storey detached dwellinghouse and 2 x 3-bed two storey semi-detached dwellinghouses. All three properties would utilise the roof space to provide living accommodation and would feature rear facing dormers in addition to enclosed terraces within the roof slope. All three properties would have the benefit of a garage for the parking of motor vehicles which would be accessed from the existing car park accesses.

## **3. Relevant Planning History**

- 3.1 None relevant.

## **4. Consultations**

### **4.1 Statutory and non-statutory consultees**

- 4.1.1 Traffic and Transportation made the following comments:

#### *Existing site*

- Site is located on straight section of The Bourne, a classified highway with separate access and egress, both from The Bourne.
- The footway is relatively wide (approx 4.30m).
- PTAL of the site is 2.
- The site is opposite one of the entrances to Grovelands Park.
- There is a zebra crossing outside the site between the existing access and egress and waiting restrictions to the east and west of the site that prevent parking at any time.
- There is also a refuge island directly outside the site which also has a speed camera installed on it.
- The site is just on the border of Southgate CPZ although there are some free on street parking bays opposite the site and to the west.
- The entry to the car park is a shared access to the allotments which are to the rear of the site.

#### *Assessment*

- The parking provision for each house is considered acceptable at one space per unit, however there is a concern with the possibility that vehicles may not be able to leave the site in a forward gear. Although space is being provided for turning, it is located in the front gardens of the properties and in the future could potentially be replaced with landscaping, resulting in vehicles having to reverse out onto The Bourne. The turning space can also only be used if car park in the garages and this may not always be the case. Any vehicles reversing out would impact on highway and pedestrian safety, a situation that would be exacerbated given that the site is located opposite a park entrance and a high number of pedestrian movements would be expected in the area (although these would be concentrated on the opposite side of the road due the location of the park entrance and the loss of the car park itself).
- The servicing is a concern as refuse and delivery vehicles would not be able to stop outside any part of the frontage on The Bourne due to the refuse island blocking the route around the site, and also the waiting restrictions associated with the crossing which are needed to maintain visibility for oncoming vehicles facing crossing pedestrians and vice versa. However, refuse vehicles would be expected to park where they do at the moment when servicing existing houses on The Bourne ie to the west of the site and the pedestrian refuge/crossing, and therefore the situation will not be made worse by the development.
- In terms of visibility the straight geometry of The Bourne at this location and the wide footways mean visibility is potentially acceptable in both directions, having regard to visibility splays set out in The Manual for Streets and DMRB. This would be dependent on enclosure not obstructing visibility splays but this can be conditioned. It is also recommended that should approval be granted then the turning areas to the front of the properties should be subject to a condition preventing any landscaping that may otherwise prevent vehicles from using this land as turning space. Subject to these conditions and the other ones listed below then Traffic and Transportation would not object to the application.

#### 4.1.2 The Council's Conservation Officer made the following comments:

- The site is at the northernmost end of the Meadway Conservation Area and fronts the Bourne. The Conservation Area has a distinctive character, defined by detached and semi-detached houses in fairly large plots. The roads are lined with verges and trees and many of the houses still have their front boundary walls and front gardens. The older houses are designed in an Arts and Crafts manner and the later houses follow in the vernacular tradition. This section of the Bourne that immediately relates to this site is lined on the south side with houses and on the north side with Grovelands Park.
- The space has most recently been used as a car park and is an unattractive strip of hard surface which could easily be improved. Residential use is consistent with the rest of the area and the plot is a comparable size with others in the area.
- The most obvious and fundamental point to make about the proposal is that too much development is being squeezed onto this site. In terms of plot sizes in the conservation area and along the Bourne the width of the site maybe wide enough to fit a semi-detached pair as are common in the area (albeit with very small gardens) but the three houses that are proposed will be cramped at odds with an area that is spacious, allowing

privacy for its inhabitants, with regularly spaced buildings which set up a visual rhythm along the streets. Removing the detached house from the scheme would improve it considerably.

- The design of the buildings does reflect the vernacular character of much of the Conservation Area though the elevations are far more regular, typical of housing from the 1930-50s, than the quirky and inventive designs that make the Meadway Conservation Area of particular interest. This is an acceptable approach here and the front elevations are broadly acceptable. Though there are a few aspects of the design that could be improved:
- It appears that at first floor level each house has a small square window which is unlike the rest of the fenestration on the main elevation and unbalances them. They would be better omitted or elongated/alterd. If omitted some change to the design at this level would be needed.
- I haven't seen a revised first floor plan so it looks as though the whole of the west elevation will be canted which will appear odd from the Bourne.
- The examples elsewhere in the Conservation Area that the applicants have used to justify the angled wall all have bays that angle *outward* from the main or rear part of the building. These houses take their precedent from the butterfly plan houses of the late nineteenth and early twentieth century by Arts and Crafts architects (see ES Prior's Voewood), the idea was, among other things, for the plan form to be a suntrap. Whether or not the cited examples face the sun or trap it effectively, they do consistently cant outwards following the typical butterfly plan. Butterfly plan houses either had four projecting wings or two and were symmetrical in plan. In instances of large, detached houses set in their own grounds four projecting wings was quite possible as there could be a formal entrance front and a garden front. In the Meadway conservation area the houses are far more restricted in their plots and the main design emphasis tends to be on their front elevations so the houses, where they have canted wings only have them on the front, facing the road. The fact that the proposal has one wall that cants outwards towards the rear of the site is not a comparable design feature since it cants the wrong way and is not balanced by another wing.
- The windows on the first floor may look better if they reached further up towards the eaves as is typical in this area.
- Elements such as the roof terraces and the raised terrace at the rear of house 3 are potentially awkward but it's hard to see if they will really be visible from the street. It seems unlikely they will be, but a visualisation with the neighbouring properties and existing planting would be helpful.

4.1.3 The Conservation Advisory Group (CAG) in a meeting held on 7th August 2012 made the following comments:

- CAG continue object to the scheme as overdeveloped.
- The site is too narrow to support three properties.
- The second floor (dormers and building height) appear incongruous and out of keeping with the area.
- The amenity space provision is substantially deficient.

4.1.4 The Council's Biodiversity Officer made the following comments:

- The bat survey report submitted with this application has been undertaken to an appropriate standard and concludes that the risk of bats being

present in the building is low and as such there should be no ecological constraints to the development.

- No objection subject to conditions.

## 4.2 Public

4.2.1 Consultation letters were sent to five surrounding properties. In addition, notice was displayed at the site and published in the local press. In response, seven replies were received raising concerns regarding the following relevant matters:

- Loss of car park
- Proposed development is too dense
- Insufficient gaps between the houses
- Front velux windows not in keeping the estate
- Lack of garden space
- Failure to acknowledge the existence of the conservation area in proposed house design
- Access to the entrances to the three properties and to the allotments would be within the area of the new Pedestrian (Zebra) crossing. This is a potentially dangerous hazard

4.2.2 From 2A The Bourne (adjacent property)

- Proposal does not preserve or enhance the character of the Conservation Area
- The balconies and roof terrace which will overlook our property and garden
- A Juliette balcony will still allow someone to lean out and overlook our property
- The roof terrace enclosures will still allow the occupants to overlook our property, given that it is only 1.7m high which is about 5'6" and 6' foot tall people are not that uncommon these days
- Roof terraces are out of keeping with the area

4.2.3 From 2 The Bourne (adjacent property)

- A garage with a flat roof adjoining/abutting our garden fence would obviously create a serious security risk
- The so-called 'enclosed terrace' proposed at 1.7m would not prevent overlooking, as stated on drawings
- The drawings depict velux windows in the east elevation of house number 1. These windows would provide a direct sight-line into our property, due to the gradient of the ground here.

4.2.4 The Meadway Conservation Area Focus Group made the following comments:

- The proposed development envisages properties which do not match existing properties in the Conservation Area in style or design, distinctive features and layout
- Proposed houses are much smaller and built on 3 floors unlike any other houses in the Meadway conservation Area
- Much smaller gardens

- Situated at a busy point in main road opposite park entrance making it unsuitable for families with small children.
- Dormer windows are not permitted in the front of houses on the Meadway estate.
- The Terraces proposed for all 3 houses are out of character for the Meadway estate.
- The proposals fail to preserve the layout, spaciousness, and design of the Meadway estate because of squeezing 3 houses into such a small confined area.
- On 21st December 2011 the "Overview and Scrutiny Committee Meeting" it was recorded on page 390 point 5f "It is the responsibility of the potential developers to take on the risk of building on a former pond". In the Design and Access Statement by Murdoch Associates which was submitted with the Planning Application this important consideration does not feature in these plans. There is also no reference in the plans to a sustainable drainage system based on a permeable surface (see Minutes 5f).
- The proposals in our view neither maintain or enhance the unique character of the Meadway estate. There are no purpose built houses with second floor.
- The gardens are very small - at 56 sq.m. approx. one-third of size of smallest gardens on estate which are around 160-170 sq.m.
- The styles of the proposed development match none of the existing types of houses ranging from detached "cottage" type houses to semi detached houses with wide angled wings, hipped roofs, deep eaves and exposed chimney breasts to other variations including oriel windows or asymmetrical gabled frontages all of which contribute to the distinctive nature of the estate.

#### 4.2.5 Fox Lane & District Residents' Association made the following comments:

- The proposed development is cramped and over developed for the site, with very little exterior amenity space, and is very close to the road compared with other properties. It certainly would not contribute to the special interest of the Area, rather it would detract from the character of the area.
- No influence from the Arts and Crafts movement.
- The meagre roof line, totally different from the generous roof overhangs and recesses of the vast majority of properties in the area, exaggerates the apparent height of the proposal giving an impression of a block of modern barracks. Particularly as it presents a flat front elevation parallel with The Bourne, and next to a property which is set slightly diagonally to the road and has a steeply sloping roof which makes it appear considerably lower than the proposed block.
- One of the major features of the Conservation Area is the amount of greenery visible; the shrubs and trees along the verges and in front gardens and glimpses of trees and gardens between the houses. The view from the other side of The Bourne towards the allotments is considered a "key view" – "The allotments contribute to the greenness of the backland"
- We are concerned that any development at the entrance to the allotments might interfere with the water table and prevent water flowing into Grovelands Park lake and/or cause flooding of the allotments and possibly of existing properties backing on to the allotments.

- We consider that this development would be totally out of keeping with the area and extremely detrimental to neighbouring properties in the Meadway Conservation Area and the streetscape in general.

#### 4.2.6 Federation of Enfield Residents' and Allied Associations

- It is a cramped and uninspired design out of keeping with the architecture of the Meadway Conservation Area surrounding it.
- It lacks amenity space, ably demonstrated by the developer in that some amenity space has been provided on a garage roof!
- It blocks the key view mentioned in the Conservation Area document from Bourne Hill across the allotments.
- It does not appear to address possible problems that may arise in that this car park is built on the site of a pond which forms part of the drainage system for the lake in Grovelands Park.

#### 4.2.7 Thames Water provided the following comments:

- On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

## 5. Relevant Policy

### 5.1 Local Plan - Core Strategy

Strategic Objective 1 - Enabling and focusing change

Strategic Objective 2 - Environmental sustainability

Strategic Objective 4 - New homes

Strategic Objective 8 - Transportation and accessibility

Strategic Objective 9 - Natural environment

Strategic Objective 10 - Built environment

Core Policy 2 - Housing supply and locations for new homes

Core Policy 4 - Housing quality

Core Policy 5 - Housing types

Core Policy 17 - Town centres

Core Policy 18 - Delivering shopping provision across Enfield

Core Policy 20 - Sustainable energy use and energy infrastructure

Core Policy 21 - Delivering sustainable water supply, drainage and sewerage infrastructure

Core Policy 24 - The road network

Core Policy 25 - Pedestrians and cyclists

Core Policy 30 - Maintaining and improving the quality of the built and open environment

Core Policy 31 - Built and landscape heritage

Core Policy 32 - Pollution

Core Policy 36 - Biodiversity

Core Policy 46 - Infrastructure contributions

### 5.2 Unitary Development Plan

(II) GD3 - Aesthetic and functional design

(II) GD6 - Traffic generation

(II) GD8 - Access & servicing

(II) H6 - Size and tenure of new developments



- (II) H8 - Privacy
- (II) H9 - Amenity space
- (II) H12 - Residential extensions
- (II) H15 - Roof extensions
- (II) H16 - Residential conversions
- (II) T13 - Access on to public highways

### 5.3 London Plan

- Policy 3.3 - Increasing London's supply of housing
- Policy 3.4 - Optimising housing potential
- Policy 3.5 - Quality and design of housing developments
- Policy 3.8 - Housing Choice
- Policy 3.9 - Mixed and balanced communities
- Policy 3.10 - Definition of affordable housing
- Policy 3.11 - Affordable housing targets
- Policy 3.12 - Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 - Affordable housing thresholds
- Policy 5.1 - Climate Change Mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable Design and Construction
- Policy 5.12 - Flood risk management
- Policy 5.13 - Sustainable drainage
- Policy 5.14 - Water quality and wastewater infrastructure
- Policy 5.16 - Waste self-sufficiency
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.13 - Parking
- Policy 7.1 - Building London's neighbourhoods and communities
- Policy 7.4 - Local character
- Policy 7.6 - Architecture
- Policy 8.2 - Planning obligations

### 5.4 Other material Considerations

National Planning Policy Framework

Meadway Conservation Area Character Appraisal

Bourne Car Park Development Opportunity Statement - July 2011

## **6. Analysis**

### 6.1 Principle of Development

- 6.1.1 The principle of redeveloping the site for residential purposes is considered acceptable having regard to the residential composition of the surrounding area together with the thrust of national and regional policies in the form of National Planning Policy Framework, as well as London Plan Policy 3.3 and Core Policy 2 of the Core Strategy which seek to maximise the use of existing brown field sites so that they contribute to strategic housing needs with later focusing on the particular needs of London and Enfield. This position must be qualified in relation to other material considerations including the attainment of appropriate scale, design, density, amenity space, parking provision,

residential amenity and privacy to achieve a development that integrates appropriately into its surroundings.

6.1.2 The use of this site to provide a residential dwellinghouses would not detract from the character and amenities of the area, with regard to the pattern of development in the surrounding area and the form of the site along with its relationship to the public highway. Certainly, the use of the this site for residential purposes would not be precluded by its location within the Conservation Area.

6.1.3 It is considered the proposed units would provide a continuation of the residential built form which is evident along this section of the Bourne and the roads leading into the heart of the Conservation Area. In principle, the relationship of the residential use to the surrounding in terms of activity, traffic generation and parking would not be incompatible. Consequently, there is no objection to the proposed use of this site for residential purposes.

## 6.2 Background to Development

6.2.1 The application site is a former public car park serving Grovelands Park and the Bourne allotments that was in Council ownership. Following an assessment of parking provision, a decision was made to dispose of the car park although access to the allotments is retained. A development Opportunity Statement was prepared and although not adopted as a formal planning brief, it does establish some broad design principles that could receive favourable consideration.

## 6.3 Effect of the Proposal on Form and Character of Conservation Area

6.3.1 Arts and Crafts are the dominant architectural style of the houses in the Meadway Conservation Area. The proposed residential units do not display the more sophisticated characteristics of this movement and so belong more to the less inventive, sub-Arts and Crafts vernacular that dominates much of the suburban housing in this country. The design is therefore not at odds with the character of the area, particularly in this position on the Bourne where many of the nearby houses are part of the later development in the Conservation Area. In addition to this the Conservation Area character appraisal describes prevalence of relatively narrow plots with houses built close together on the street frontage which is reflected in the proposed scheme.

6.3.2 It is noted that concerns have been raised in relation to certain design features of the proposed dwellinghouse, most notably the front facing dormers and rear part-enclosed roof terraces. Dormers are part of Arts and Crafts Movement design, there are examples in the Conservation Area where they are nestled under gables or chimneys.

6.3.3 The proposed dormers are of a similar size and scale to existing examples and maintain the roof plain as the dominant feature. The part-enclosed roof terraces, although not a feature of the Conservation Area are sited within the rear roof slope and would not be visible from a public vantage point. It is therefore considered they are acceptable and would not detract from the appearance and character of the Conservation Area.

#### 6.4 Effect of the Proposal on Appearance of Surrounding Area and Street Scene

6.4.1 The height and overall design of the proposed dwellinghouses would be in keeping with the predominant form of the surrounding area and would not represent an imposing or overbearing presence within the street scene. The presence would be minimised from a number of viewpoints by virtue of its siting at the well of a noticeable dip in the road. In addition, the main front building line respects the siting of the neighbouring properties along this section of the Bourne and does not reduce the established separation to the public highway. It is further considered that the separation at the east and west flanks of the site provides a context for the dwellinghouses and breaks up the presence of built form within the street scene. The gap between the detached and semi-detached dwellings at 2.5m is evident at ground and first floor and maintains what the Conservation Area character appraisal describes as important views through gaps between properties, therefore ensuring an acceptable appearance within the street scene.

6.4.2 In accordance with Policies 3.3 and 3.4 of the London Plan, proposals should achieve the maximum intensity of use compatible with local context, whilst having regard to public transport capacity and accessibility. The site is considered to fall within a suburban location as the prevailing character would most closely resemble the definition of such an area with predominantly lower density development. In addition taking account of the sites relatively low PTAL rating of 2, an appropriate density for housing could be in the range of 150- 250 hrph. The proposed density is 296.57 hrph ( $18 \times 10,000 \div 606.93$ ). This is in excess of the recommended range suggesting an overdevelopment of the site. Moreover, it is recognised that this concern has been raised by a number of consultation respondees. Balanced against this is the suggestion within Regional and National guidance that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area with weight attached to the attainment of appropriate scale and design relative to the character and appearance of the surrounding area, the effect on the amenities of neighbouring residential properties, the satisfactory arrangement of parking and, access and the attainment of suitable sustainability measures, to establish acceptability. Taking these factors into account, it is considered that due to the proposed design of the development, the extent of site coverage, the generally regular curtilage of the properties, the semi-detached nature of the dwellings and the consequent relationship to the site boundaries and the provision of amenity space in excess of the minimum specified, it would represent an appropriate and thus acceptable form of development for the site.

#### 6.5 Effect of Proposed Extension on Residential Amenity and Privacy

6.5.1 In relation to the adjacent property No.2 The Bourne, the proposed development comfortably exceeds minimum distancing standards stipulated for two storey residential properties. In addition, the siting of two single storey garages between the boundary of No.2 and the proposed two storey dwellinghouse would ensure that the dwellinghouse would not appear overbearing when viewed from the private amenity space. It is therefore considered that the proposed development would have no impact on the amenity enjoyed by the residents of No.2 The Bourne.

6.5.2 The dwellinghouse at No.2A would be separated from the application site by the access road to the allotments. Whilst the proposed houses would be parallel to the public highway, No.2A sits at an angle of approximately 22 degrees, thereby tilted slightly toward the application site. Due to the presence of an integral garage at ground floor, the only potential impact would be to first floor windows in the front elevation. It is noted that a 30 degree line taken from the centre of the nearest first floor window would intersect the proposed detached dwellinghouse, however, it is considered that the distance maintained between the two built forms, along with the siting of the properties, would mitigate any potential loss of outlook. The dwellinghouse at No.2A also features a ground floor window in the flank elevation which serves a kitchen, this window faces out onto the allotments, and whilst the garage serving the detached house would be visible in the outlook from the window, the distance, siting, and limited height of the flat roofed garage would mitigate any concerns in terms of a loss of light or outlook. It is therefore considered that the proposed development would have a negligible impact on the amenity enjoyed by the residents of No.2A The Bourne.

6.5.3 With regard to privacy, the windows in the flank elevations of the property are marked on the submitted plans as obscure glazed and would be conditioned so. The rear dormers only feature rear facing windows and as such would only overlook the allotments to the rear. Whilst it is noted that concern has been raised over the part-enclosed roof terraces, these are screened at the side by the flank roof slope, and at the rear by a 1.7m high enclosure, it is considered that these measures would overcome any concerns of a loss of privacy or overlooking.

## 6.6 Amenity Space

6.6.1 Policy (II) H9 of the Unitary Development Plan requires new housing provide a total amenity space equal to 100% of the total Gross Internal Area (GIA) or a minimum of 60sqm, which ever is the greater in area. As well as providing a visual setting for the dwelling in the general street scene, a substantial portion of the amenity space (60%) should be capable of being screened or fenced so as to provide privacy.

Unit	GIA	Amenity	Percentage of amenity	Private Amenity	Percentage of private
1	138.65sq.m	74.24 sq.m	53.55%	56.0 sq.m	75.4%
2	138.65sq.m	95.36 sq.m	68.78%	55.5 sq.m	58.20%
3	142.63sq.m	75.92 sq.m	53.22%	51.0 sq.m	67.18%

6.6.2 It is acknowledged that the levels of amenity space provision represent a shortfall when measured by number, although the Policy represents a provision of visual setting for the properties, as well as provision of recreational amenity space. The properties all provide suitable amenity space to the front in order to give the dwellinghouses an appropriate setting. At the rear the setting is adequately compensated by the large allotment area. The size of the amenity space overall does fall short of the prescribed levels, however, the amount of private amenity space is good for the size of dwelling and is laid out in a regular shape to maximise potential usage. In addition to this the siting of the development directly opposite Grovelands Park ensures a suitable provision of recreational space practically on the doorstep. The

combination of these factors is considered sufficient to overcome concerns of a lack of overall amenity space within the confines of the site.

## 6.7 Housing Mix

- 6.7.1 The proposal involves the provision of three x 3-bed units which in principle is welcomed in terms of increasing the provision of family size accommodation units within the Borough. As the number of residential unit is less than 10, no on-site affordable housing provision is required. A contribution of £127,836.30 toward of off site affordable housing has been secured.

## 6.8 Use of access road

- 6.8.1 The access to the Bourne allotments is retained in Council ownership and as such falls outside the application site. The access will allow for the occupiers of the proposed detached house to access a garage at the rear of the site.

## 6.9 Parking, servicing, and highway safety

- 6.9.1 The site has a fairly low Public Transport Accessibility (PTAL) rating of 2 and consequently, the development provides a parking ratio of 1:1. This provision of one off street parking space per dwelling is considered acceptable and is in accordance with the London Plan. The parking would be provided within garages with turning areas provided to ensure vehicles can enter and exit the site in forward gear. The accesses would be via the existing car park entry and exit. The Council's Traffic and Transportation have raised no objection to the application in terms of parking provision, site servicing, or the safety of the adjacent public highway, and as such the proposal is considered acceptable in terms of parking, servicing, and highway safety.

## 6.10 Boundary treatments

- 6.10.1 The boundary treatment would comprise hedges along the street frontage, and 1.2m high walls along the shared boundaries, this would allow the application site to retain an appearance suitable to a residential property and in keeping with the surrounding area.

## 6.11 Section 106 Legal Agreement (S106)

- 6.11.1 In accordance with the adopted S106 SPD the applicant has agreed to the following contributions
1. £127,836.30 contribution towards off-site affordable housing provision in the Borough.
  2. £20,273.88 towards education provision.

## 6.12 S106 Monitoring

- 6.12.1 In accordance with the adopted S106 SPD a charge 5% of the total value of financial contributions is sought toward monitoring of legal agreements. A fee of £7405.51 has therefore been agreed.

## 6.13 Mayoral Community Infrastructure Levy (CIL)

- 6.13.1 The applicant has acknowledged that they are liable a Mayoral CIL payment.

## **7. Conclusion**

- 7.1 In light of the above, it is considered that planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing and assist in meeting with the provision of family housing within the Borough, having regard to Core Policies 2 and 4 of the Core Strategy, Policies 3.3 & 3.4 of The London Plan.
  2. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area, or the character of the Conservation Area, having regard to Policy (II)GD3 of the Unitary Development Plan, Core Policy 30 of the Core Strategy, Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan, national guidance contained within the National Planning Policy Framework, and the Meadway Conservation Area character appraisal.
  3. The proposed development due to its design, siting and by virtue of conditions proposed, will not significantly impact on the existing amenities of the occupiers of adjoining properties in terms of loss of light, outlook or privacy and in this respect complies with Policies (II)GD3 and (II)H8 of the Unitary Development Plan, Core Policy 30, Policy 7.6 of the London Plan and with national guidance contained within the National Planning Policy Framework.
  4. The proposal makes appropriate provision for servicing, access and parking, including cycle parking, and in this respect complies with Policies (II)GD6, (II)GD8 and (II)T19 of the Unitary Development Plan, Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan and with national guidance contained within the National Planning Policy Framework.
  5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Core Policy 32, and with Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, and with national guidance contained within the National Planning Policy Framework.

## **8. Recommendation**

- 8.1 That upon completion of the S.106 agreement, the Head of Development Services / Planning Decisions Manager be authorised to grant planning permission subject to the following conditions:
1. C60 Approved Plans
  2. C07 Details of Materials
  3. C09 Details of Hard Surfacing

The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. Where in close proximity to retained trees, the surfacing and tree root protection measures shall be carried out in accordance with measures to be agreed with, in writing, by the Local Planning

Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance and to ensure that the method of construction of hard surfaced areas does not adversely affect the health of the trees.

4. C10 Detail of Levels
5. C11 Details of Enclosure
6. C12 Parking / Turning Facilities

Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No.BN/1 Rev.D and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

7. The areas hatched red on Drawing No.BN/1 Rev.D shall be retained in perpetuity as hard surfaced areas for the purposes of vehicle turning and shall not be used for storage or parking at any time

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

8. C14 Details of Access and Junction
9. C15 Private Vehicles Only – Garages
10. C16 Private Vehicles Only – Parking Areas
11. C17 Details of Landscaping

No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:

- a) Planting plans
- b) Written specifications (including cultivation and other operations associated with plant and grass establishment)
- c) Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- d) Implementation timetables.
- e) Wildlife friendly plants and trees of local or national provenance
- f) Biodiversity enhancements, bird and bat boxes built into or on and around the new buildings
- g) Specifications for any fencing demonstrating how hedgehogs and other wildlife will be able to continue to travel across the site (gaps in appropriate places at the bottom of the fences)

Reason: To ensure the provision of amenity, and biodiversity enhancements, afforded by appropriate landscape design in accordance with adopted policy, and to ensure highway safety.

12. All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance

with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning

Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

### 13. C18 Details of Tree Protection

No works or development shall take place until a scheme for the protection of the retained trees, written by an appropriately qualified person, has been agreed in writing with the Local Planning Authority. This scheme shall also include:

- i) the details of the working methods to be employed for the installation of parking bays, drives and paths within the Root Protection Area's of retained trees in accordance with the principles of "No-Dig" construction.

Reason: To ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to Core Policies 30 and 36 of the Core Strategy.

### 14. Retained Trees

In this condition a "retained tree" is an existing tree which is to be retained in accordance with the approved plans and particulars and any recommendations therein that have been submitted to and approved in writing by the Local Planning Authority; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building approved development.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS 3998.

(b) If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity.

### 15. C19 Details of Refuse Storage & Recycling Facilities



#### 16. Water Efficiency.

Prior to occupation details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 90 litres per person per day as specified in the pre-assessment submitted with the scheme.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy 5.15 of the London Plan.

#### 17. Rainwater Harvesting

The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the emerging Core Strategy, Policy 5.15 of the London Plan.

#### 18. Sustainable Urban Drainage System.

The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

#### 19. Nesting Boxes.

The development shall not commence until details of bird and/or bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority. No less than 6 nesting boxes/bricks shall be provided and the details shall include the exact location, specification and design of the

habitats. The boxes/bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

## 20. Ecological Report

The development shall not commence until details of a full ecological report carried out by a *suitably qualified ecologist* (as defined by ECO1 of the Code for Sustainable Homes) have been submitted and approved in writing by the Local Planning Authority. The study should assess the ecological value of the site and contain a clear undertaking to positively enhance the ecology of the site, including measures to secure native planting, enhanced landscaping, the protection existing ecological features and measure to address habitat requirements for priority species outlined by the Biodiversity Action Plan. The study shall also set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

## 21. Landscaping

The development shall not commence until details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall include the following details:

- a. a revised Access Statement detailing routes through the landscape and the facilities it provides;
- b. an ecological report detailing how the landscaping scheme maximises the ecological value of the site;
- c. existing and proposed underground services and their relationship to both hard and soft landscaping;
- d. proposed trees: their location, species and size;
- e. soft plantings: including grass and turf areas, shrub and herbaceous areas;
- f. topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;

- g. enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;
- h. hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and
- i. any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30 and CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan 2011.

## 22. Energy Efficiency

The development shall not commence until a detailed 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 8% total CO<sub>2</sub> emissions arising from the operation of a development and its services over Part L of Building Regs 2010. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

## 23. Code Rating

Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than 'Code Level 3' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

- a. a design stage assessment, conducted by an accredited Code Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
- b. a post construction assessment, conducted by and accredited Code Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

#### 24. Lifetime Homes

Development shall not commence until details confirming compliance with all of the Lifetime Homes standards have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter.

Reason: To ensure that the development allows for the future adaptability of the home to meet with the needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

#### 25. Materials

Green Procurement Plan. The development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes to achieve a minimum of 11, 4 & 2 credits respectively as stated within the pre-assessment. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process. The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

Reason: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy and Policy 5.3 of the London Plan.

#### 26. Construction Site Waste Management

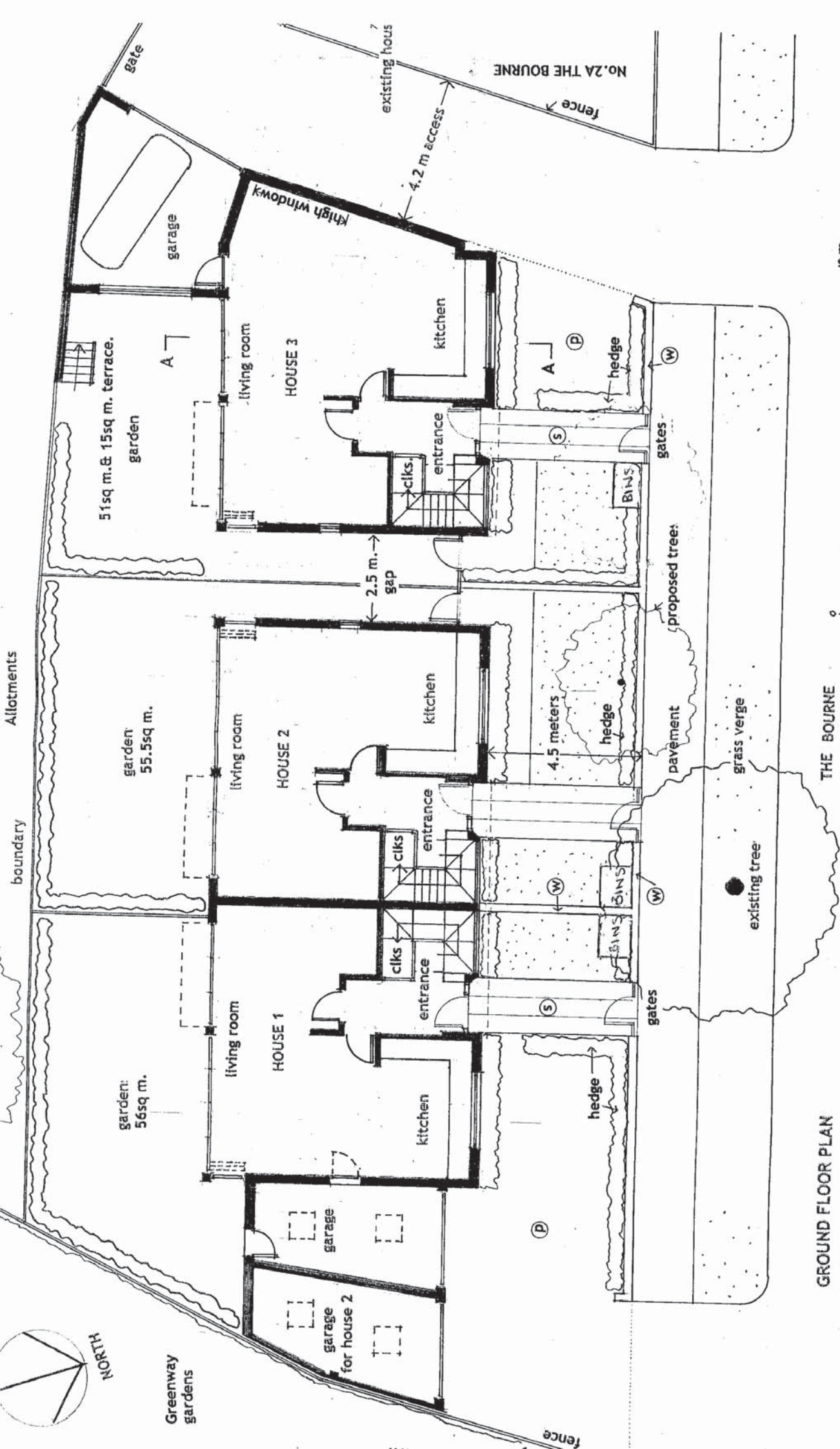
The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste.
- iii. Procedures for minimising hazardous waste
- iv. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

26. C59      Cycle Parking  
27. C51A     Time Limited Permission



THREE NEW HOUSES  
 THE BOURNE CAR PARK SITE  
 SOUTHGATE, N14 6QX

27 APR 2012

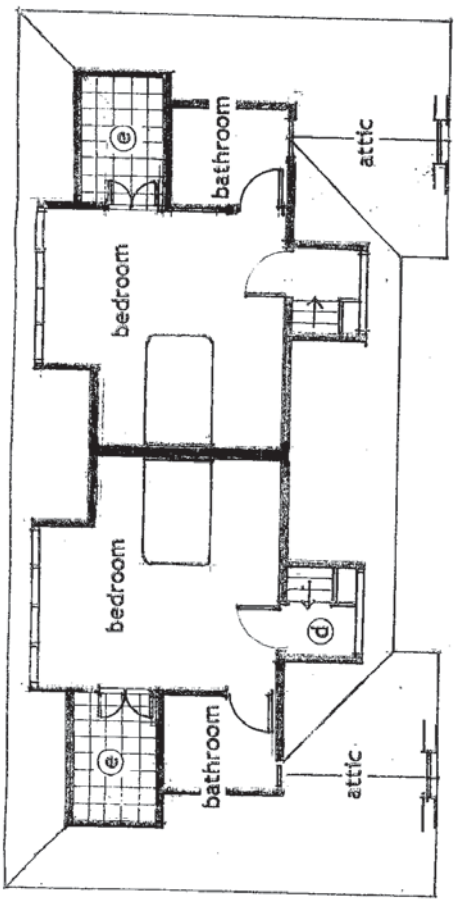
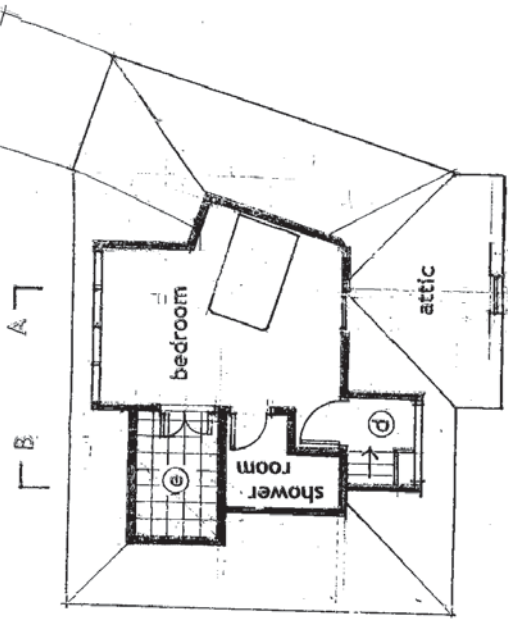
Drng.No.BN/ 1

DAVID CASTLE ARCHITECT, Tel: 0207 794 7647. Scale: 1:100(at A3)  
 19 South Hill Park Gardens, London, NW3 2TD Date: Apt. 2012

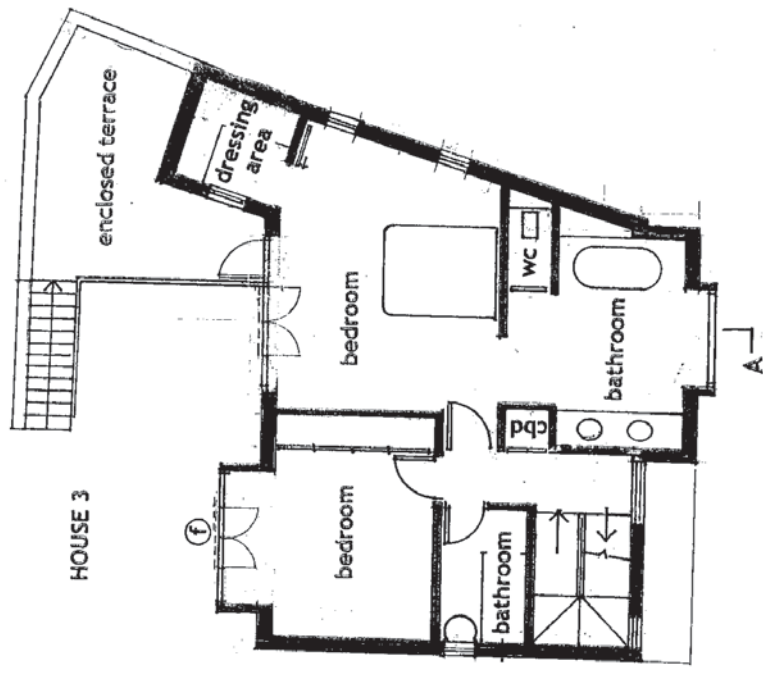
GROUND FLOOR PLAN

KEY

- (P) paving stones
- (S) ecological self-draining paving setts
- (W) 1.2m high dwarf brick wall



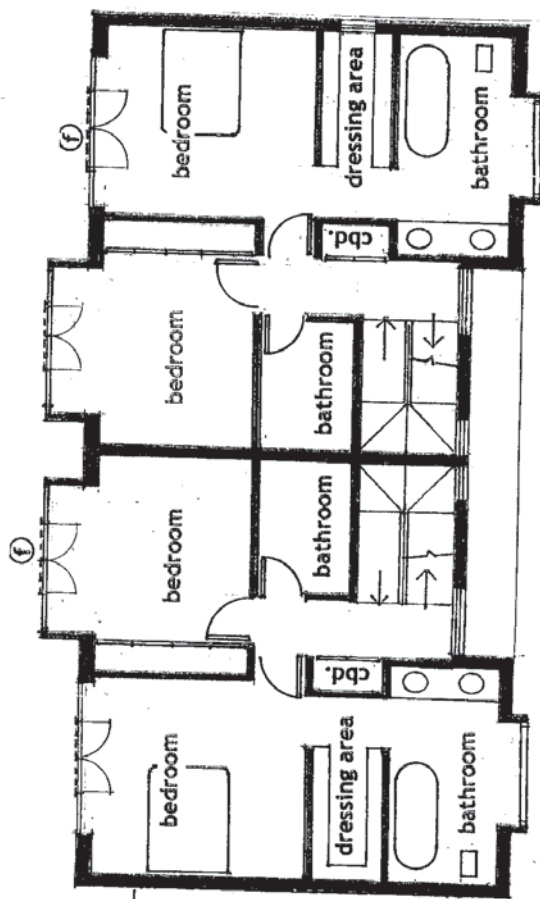
PLAN OF ROOMS IN ROOF



HOUSE 3

HOUSE 2

HOUSE 1



FIRST FLOOR PLAN

KEY

- (B)...facing brick(to match conservation area)
- (L)...roof tiles( ditto )
- (R)...render(painted white)
- (D)...dormer(lead cheeks)
- (V)...velux roof-light
- (O)...obscured glass
- (F)...inward-opening french doors with glass balustrade, (non-projecting)
- (E)...enclosed balcony to prevent overlooking,(see section B)

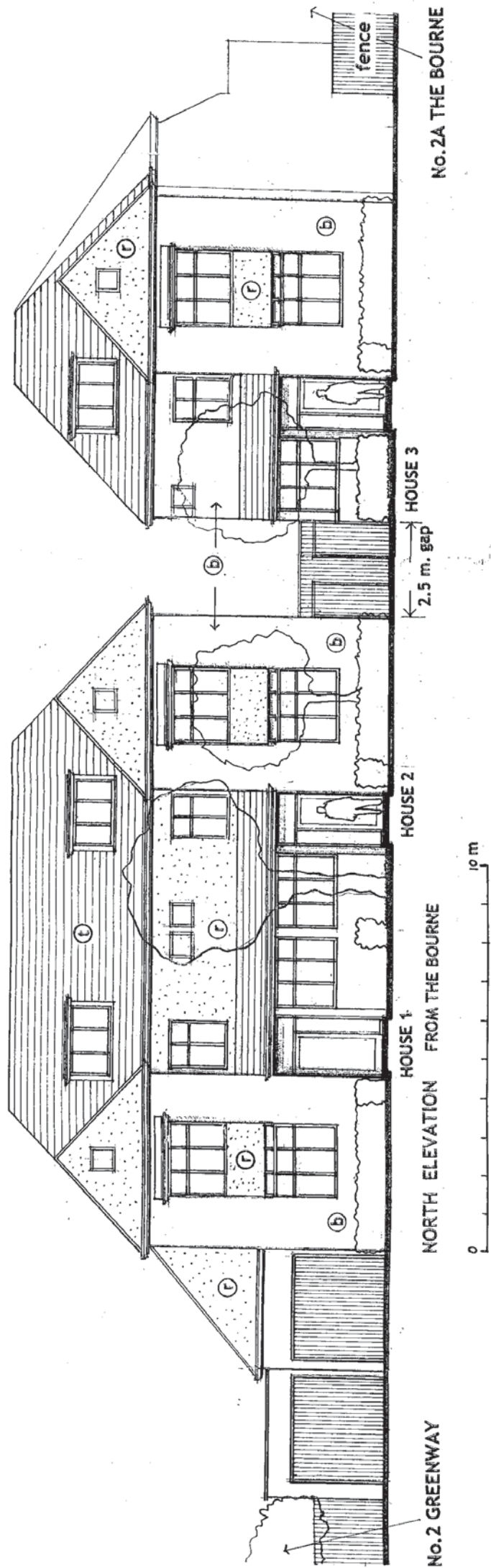
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THREE NEW HOUSES  
THE BOURNE CAR PARK SITE  
SOUTHGATE, N14 6QX

Drng. no. BN/ 2

DAVID CASTLE ARCHITECT, Tel: 0207 794 7647. Scale:1:100(at A3)  
19 South Hill Park Gardens, London, NW3 2TD Date: Apl. 2012



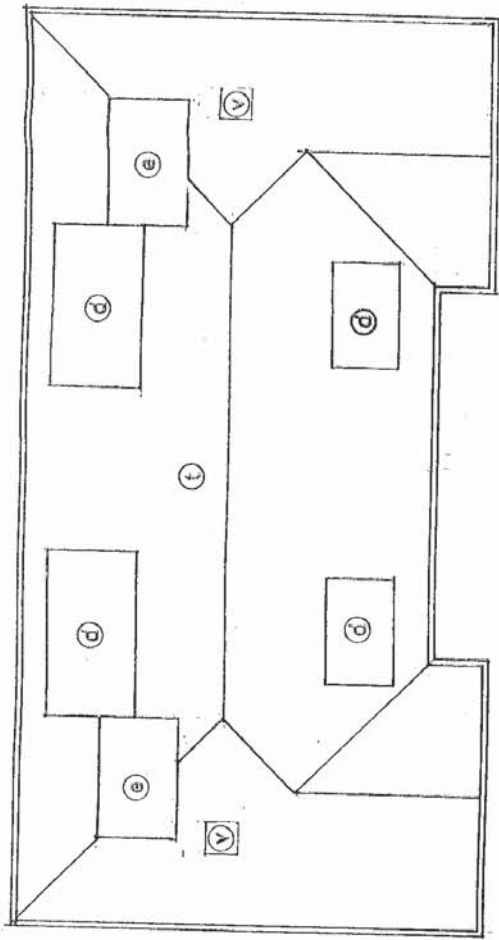
THREE NEW HOUSES  
 THE BOURNE CAR PARK SITE  
 SOUTHGATE, N14 6QX

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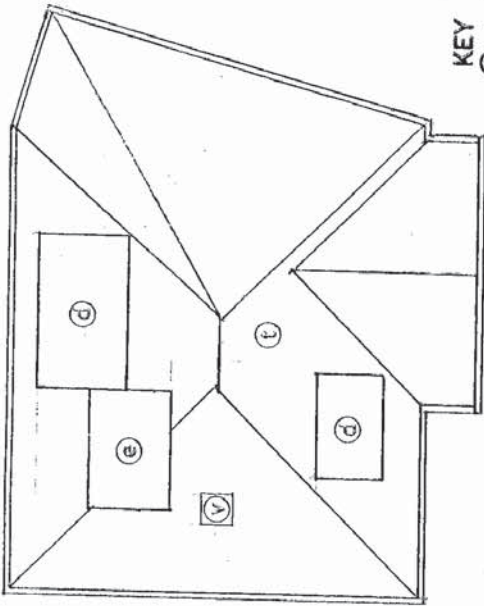
DAVID CASTLE ARCHITECT, Tel: 0207 794 7647. Scale: 1:100 (at A3)  
 19 South Hill Park Gardens, London, NW3 2TD Date: Apl. 2012

- KEY**
- (b)..facing brick(to match conservation area)
  - (t)..roof tiles( ditto )
  - (r)..render(painted white)
  - (d)..dormer(lead cheeks)





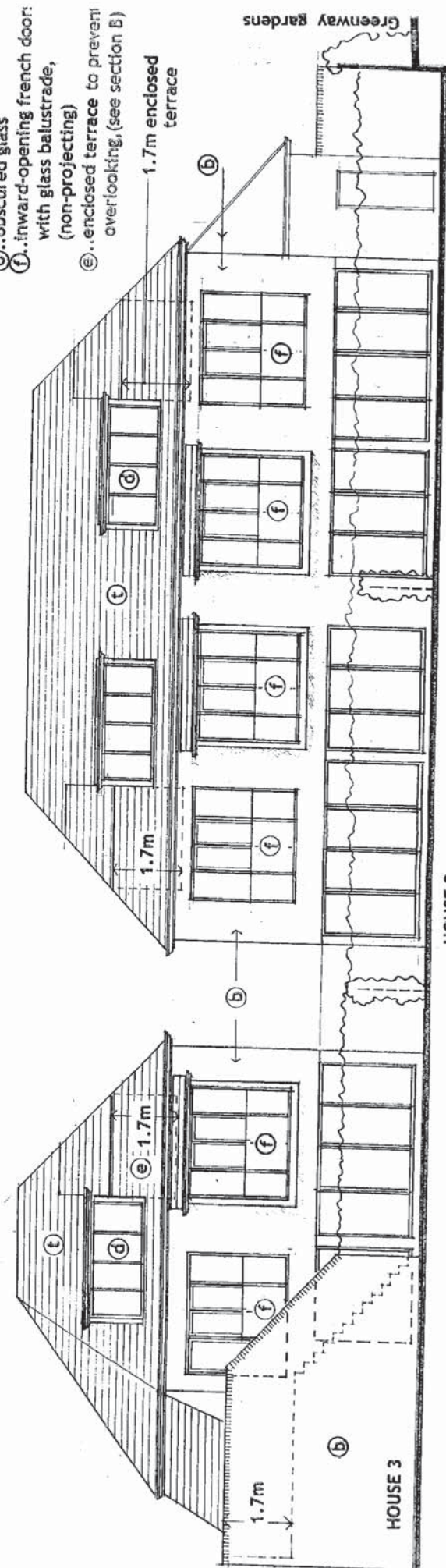
ROOF PLAN



HOUSE 3

KEY

- (b) ..facing brick(to match conservation area)
- (t) ..roof tiles( ditto )
- (r) ..render(painted white)
- (d) ..dormer(lead cheeks)
- (v) ..velux roof-light
- (o) ..obscured glass
- (f) ..inward-opening french door: with glass balustrade, (non-projecting)
- (e) ..enclosed terrace to prevent overlooking, (see section B)

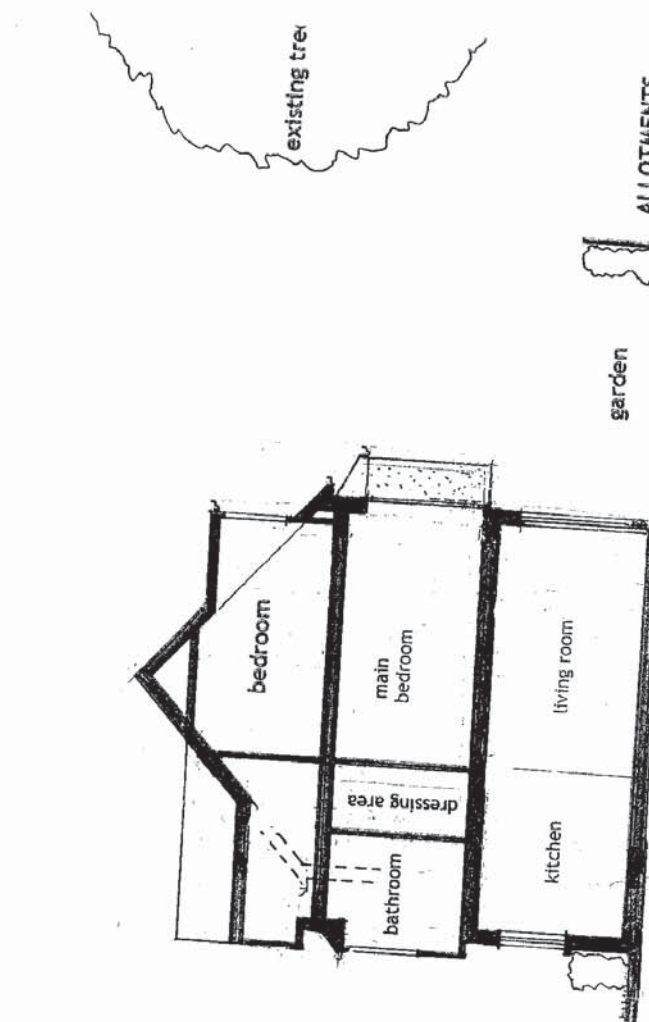
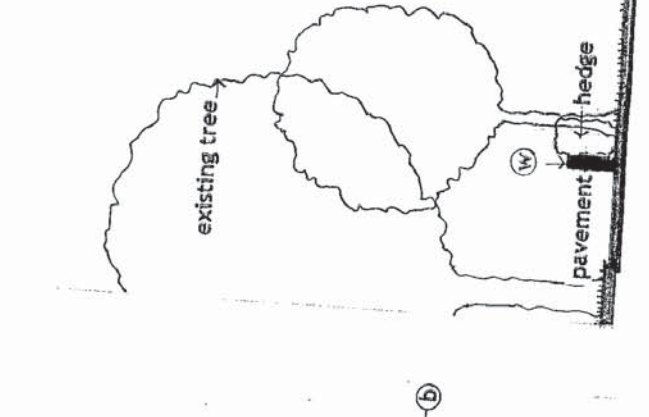
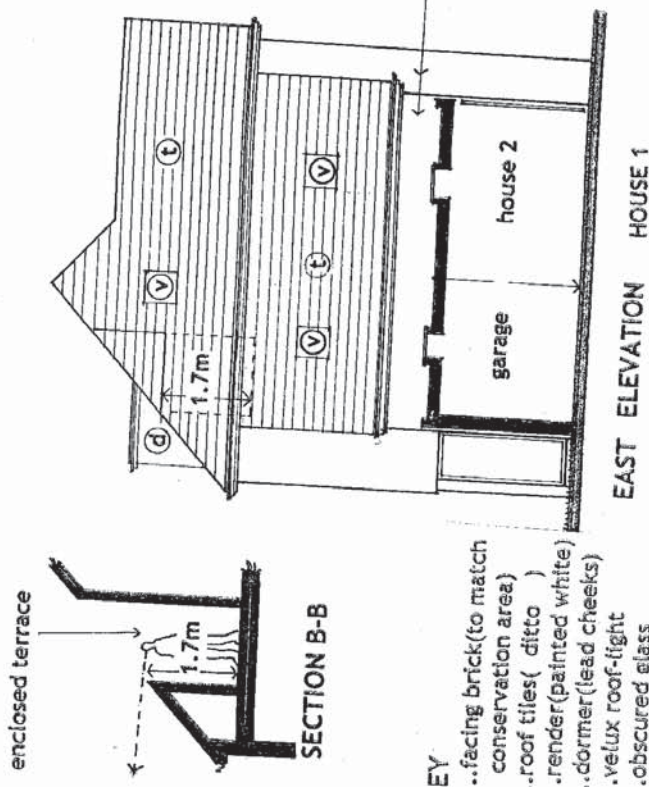
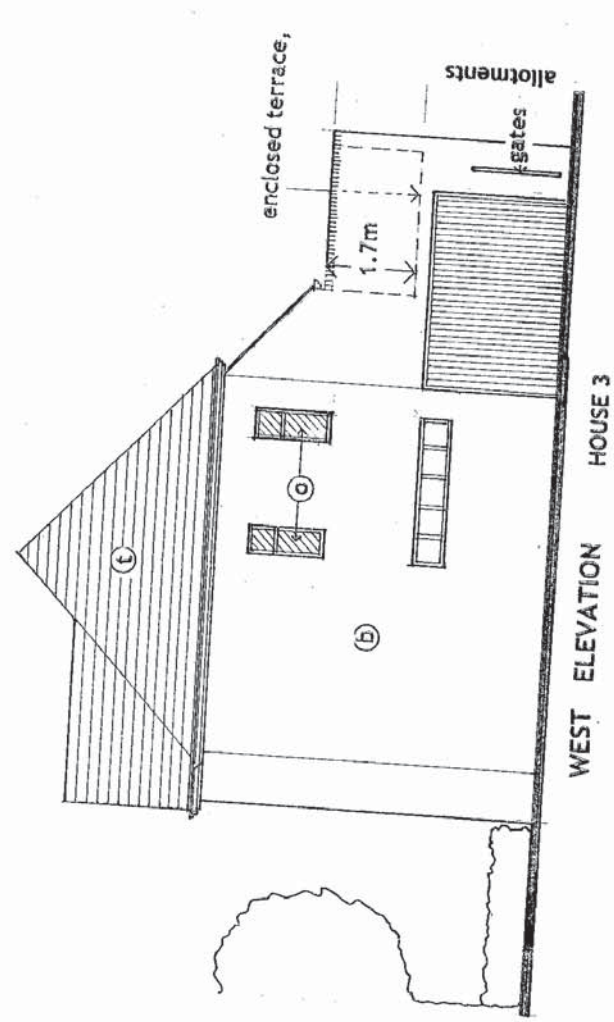
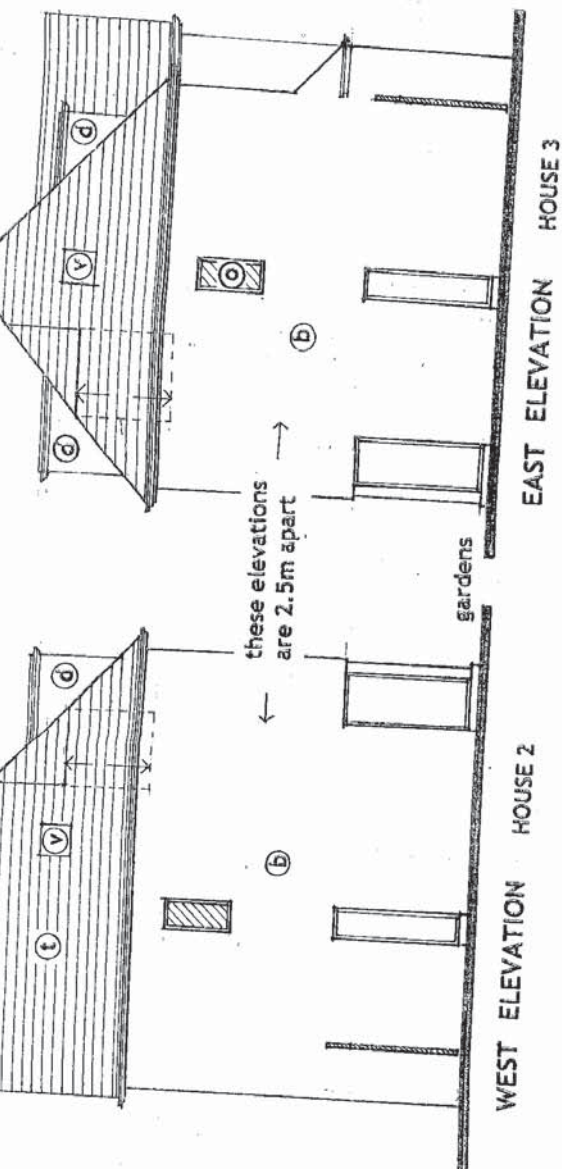


SOUTH ELEVATION FROM THE ALLOTMENTS

THREE NEW HOUSES  
THE BOURNE CAR PARK SITE  
SOUTHGATE, N14 6QX

DAVID CASTLE ARCHITECT, Tel: 0207 794 7647. Scale: 1:100 (at A3)  
19 South Hill Park Gardens, London, NW3 2TD Date: Apl. 2012

DRG. no. BN/ 4



- EY
- ..facing brick (to match conservation area)
  - ..roof tiles (ditto)
  - ..render (painted white)
  - ..dormer (lead cheeks)
  - ..velux roof-light
  - ..obscured glass
  - inward-opening french doors with glass balustrade, (non-projecting)
  - enclosed balcony to prevent overlooking, (see section B)
  - 0.9M high dwarf brick wall



**THREE NEW HOUSES  
THE BOURNE CAR PARK SITE  
SOUTHGATE, N14 6QX**

Drg. no. BN/5

DAVID CASTLE ARCHITECT, Tel: 0207 794 7647. Scale: 1:100 (at A3)  
19 South Hill Park Gardens, London, NW3 2TD  
Date: Apl. 2012