

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27th November 2012

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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Ward:
Cockfosters.

Application Number : P12-01695PLA

Category: Major

LOCATION: 379 Cockfosters Road, N14 0JT

PROPOSAL: Redevelopment of site to provide a part 2, part 3-storey block of 10 self contained flats (9 x 3-bed and 1 x 2-bed) with rooms in roof with dormer windows to all elevations, basement parking and access ramp and access to Cockfosters road.

Applicant Name & Address:

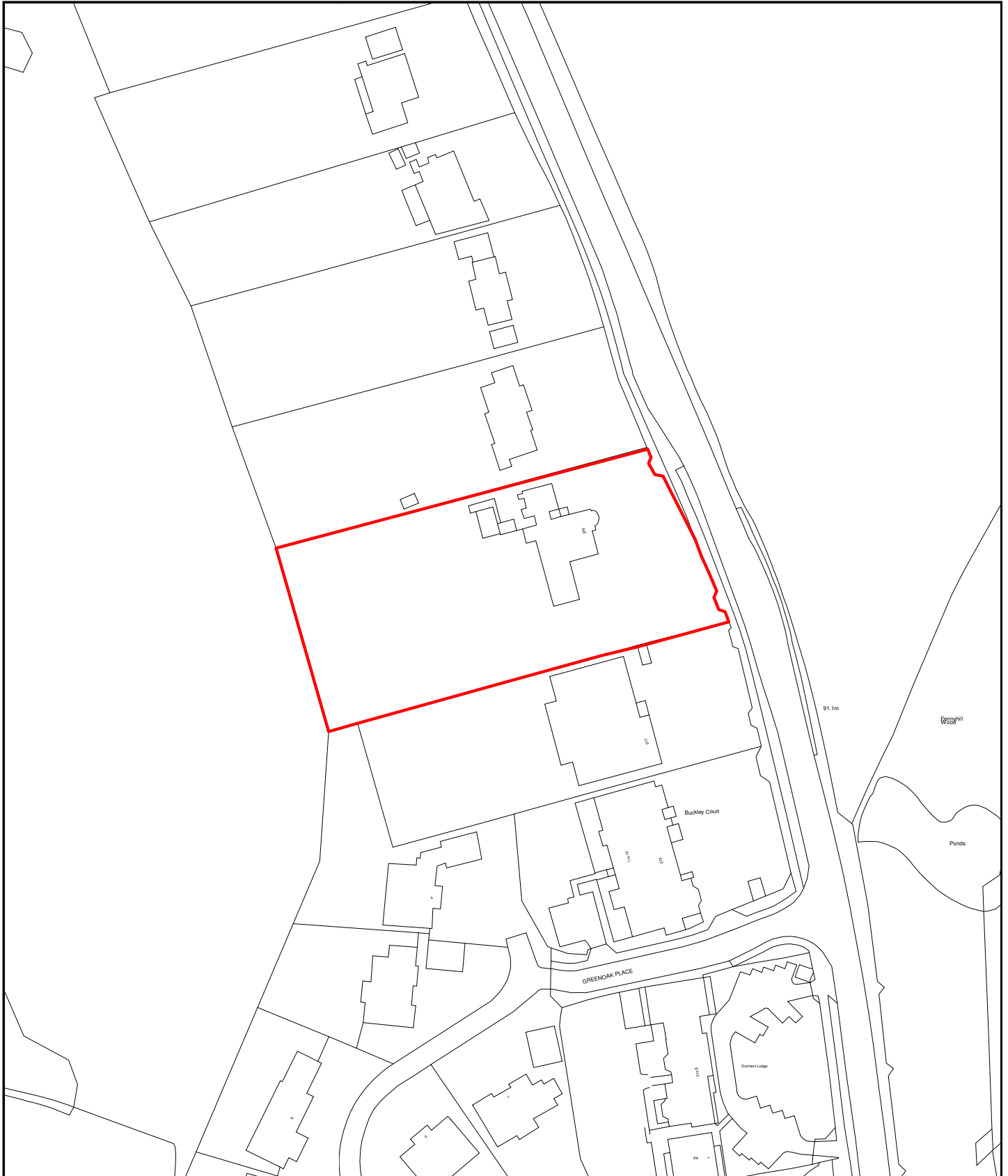
Neil Cottrell
Banner Homes

Agent Name & Address: ,

Neil Cottrell
Banner Homes Ltd
Riverside House, Hotspur Lane
Woodburn Green
Bucks
HP10 0TJ

RECOMMENDATION:

That, subject to the completion of a S106 Agreement for Education Contributions and provision of off site Affordable Housing that the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 08:58

Date of plot: 12/11/2012

1. Site and Surroundings

- 1.1 A large detached dwelling house located on the western side of Cockfosters Road which is set back approximately 20m from Cockfosters Road. The first floor of the dwelling is sited some 10m from its northern boundary shared with No.381 and 23m from the southern boundary shared with No.377. The front building line of the existing dwelling is forward of that at 381 & 377 Cockfosters Road. It should be noted that there are single storey structures with pitched roofs sited between the dwelling house and the respective flank boundaries.
- 1.2 Ground levels from Cockfosters Road to the front of the dwelling fall by approximately 1.5m, with the difference between street level and the rear boundary being approximately 6m.
- 1.3 The front boundary treatment comprises of a high brick wall with vehicular entrance gates positioned towards the northern and southern side boundaries, thus forming a carriage drive around a semi-circular garden immediately behind the boundary wall. This garden area is notable for a large Oak tree (14m in height) and a cherry tree (6m in height).
- 1.4 To the south, and sitting at a slightly elevated position is No.377 Cockfosters Road, also known as the 5 Oaks Residential Care Home. This building is a very large structure, spanning almost the entire width of the plot. Its scale and bulk overwhelms that of the application site but is commensurate with the more recent development immediately to its south.
- 1.5 To the north is No.381 Cockfosters Road: this is set a lower level and more domestic in scale than the developments to the south. However, this two-storey dwelling spans the majority of the width of its plot and is sited on the boundary with the application site.
- 1.6 A north-bound bus stop is sited immediately to the north of No.379, in front of No.381 Cockfosters Road.

2. Proposal

- 2.1 Permission is sought for the redevelopment of the site to provide a part 2, part 3-storey block of 10 self-contained flats (9 x 3-bed and 1 x 2-bed) with rooms in roof with dormer windows to all elevations, basement parking and access ramp and access to Cockfosters Road.

3. Relevant Planning Decisions

- 3.1 There is an extensive planning history associated with the site. The more recent applications include:
 - a) TP/00/1490 - Part single storey, part 2-storey front, side and rear extension – granted with conditions on 15 January 2001.
 - b) TP/04/1512 - Demolition of existing garage and part property and erection of a part single, part 2-storey extension to each side incorporating a granny annex at ground floor and a double garage together with a single storey pool enclosure at rear – refused on 23

September 2004 due to concerns over The proposed extensions, by virtue of their cumulative size, design and proximity to the side boundaries, would detrimentally affect the spacious character and appearance of the surrounding area, to the detriment of the street scene. The proposal is, therefore, contrary to Policies (I)GD1, (II)GD3 and (II)H14 of the Unitary Development Plan

- c) TP/05/0065 - Demolition of existing garage and part property and erection of a part single, part 2-storey extension to each side incorporating a granny annex at ground floor and a double garage together with a single storey pool enclosure at rear (revised scheme) – granted with conditions on 10 March 2005.
- d) TP/06/0338 - Demolition of existing building and erection of a part single, part two storey, part three storey detached 7-bedroom dwelling house, incorporating accommodation in the roof, rear dormer windows, rear balconies, staff accommodation, self contained accommodation, rear patio, integral garage and basement car parking – granted with conditions on 22 May 2006.
- e) TP/08/1469 - Part single storey, part 2-storey front, side and rear extension – granted with conditions on 14 November 2008.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic & Transportation

There is no objection in principle on traffic generation or parking grounds. Although it is considered that the width of the original crossover to be excessive. Revised plans show a crossover of a more acceptable width.

4.1.2 Duchy of Lancaster

It has been advised that the covenants do not apply to the property and that the Duchy has no continuing interest.

4.2 Public

4.2.1 Consultation letters have been sent to 27 neighbouring and nearby residential properties. In addition, notice has been displayed at the site. Four letters of objection have been received raising some or all of the following points:

- There is a list of applications for conversions along the road which will have a further damaging impact on the infrastructure for gas, electricity supplies, and on waste and sewerage pipes.
- Even more congestion along Cockfosters Road which is already overly congested and gridlocked at certain times of the day.
- A previous application for Amara Lodge 371 Cockfosters Road resulted in the infrastructure not being able to cope and the Council had to rebuild the substation.
- There has been a nasty accident involving a vehicle going through the boundary wall of Dormers Lodge.

- School runs will increase traffic.
- Virtually impossible to cross the road to the southbound bus stop which is almost directly opposite the site.
- If permission is granted a clause should be inserted that the process of building should not interfere with residents' tv reception.
- Speed restrictions on Cockfosters Road are not adhered to.
- Most of the flats have 2 parking spaces meaning that 20 additional cars and service vehicles.
- During construction, the footpath is used by lorries meaning that to walk by you have to step onto the road.
- Why are you hell bent on destroying the fabric of the area – to replace beautiful houses with apartments. This only adds to the profit of the developer, to your housing numbers but no way are they for the homeless only the super rich.
- You are destroying the environment for pure greediness with no thought to the people of the borough, their health and safety, and the future of our children to enjoy gardens / trees and wildlife.

5. Relevant Policy

5.1 Local Plan – Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP25	Pedestrians and cyclists
CP26:	Public transport
CP30:	Maintaining and improving the quality of the built and open environment
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.2 Saved UDP Policies

(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing
(II)H6	Appropriate, range, size and tenure of dwellings
(II)H8	Privacy
(II)H9	Amenity Space
(II)H13	Return frontage

5.3 The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities

- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- Policy 3.14 Existing housing
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.13 Sustainable drainage
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.19 Biodiversity and access to nature

5.4 Other Material Considerations

National Planning Policy Framework (NPPF)
 Enfield Strategic Housing Market Assessment (2010)
 Circular 05/05: Planning Obligations
 S106 SPD (Nov 2011)

6. Analysis

6.1 Principle

- 6.1.1 In broad land use and character, the proposed residential development involves the redevelopment of an existing residential site. This would be consistent with the prevailing character as well as the aims of the London Plan and the Core Strategy which seek to provide additional housing. In this regard it would also be consistent with guidance contained within the National Planning Policy Framework. On this basis and notwithstanding the development is not a like for like replacement which raises further matters to be considered, no objection is raised to the principle.

6.2 Impact on Character of Surrounding Area

Density

- 6.2.1 The assessment of density must acknowledge the London Plan, which encourages greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.
- 6.2.2 The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 1a (1 being the least accessible and 6 being the most accessible), therefore the London Plan suggests that a density of 150-200 habitable

rooms per hectare (hrph) may be appropriate for this location. In this case, fifty two habitable rooms are proposed on a site of approximately 0.426ha, providing a density of 122hrph. The proposed development is therefore below that of the suggested density range and could potentially be considered as an underdevelopment of the site. However, given the nature of the surrounding area with large dwellings set within extensive plots, the proposed level of density is considered to be appropriate for the area and would therefore prove difficult to resist on this element.

Amenity Space Provision

- 6.2.3 With regards to amenity space provision, flats should provide the equivalent of 75% of the gross internal area (GIA) of the building, with no more than 15% provided in the form of balconies / terraces. The proposed GIA is approximately 2336sqm and the proposed amenity space is 3318sqm. Of this, 316sqm (9.5%) is in the form of balconies / terraces. The proposed level of amenity provision is considered acceptable.
- 6.2.4 In relation to the terraces, each unit will have access to its own private terrace which will be screened from other terraces on the same level. The large rear garden will be retained for communal use, with the existing pool being removed.
- 6.2.5 Moreover, it should be noted that the amenity space provision exceeds the standards contained in the emerging London Housing Design Guide

Site Coverage / Scale / Design

- 6.2.6 The building footprint would be commensurate with the more recent developments and would sit comfortably within its plot. Whilst the building itself is larger than the dwelling house which it replaces, a significant proportion of the site is still retained as amenity garden (as discussed at para 6.2.3 of this report), in keeping with the neighbouring developments. The openness of the site is improved through the removal of existing outbuildings and swimming pool. The front and rear building lines, together with the staggered footprint, respect those of the neighbouring properties, resulting in the 45- and 30-degree lines not being compromised from the nearest respective ground and upper floor windows on the two adjoining properties.
- 6.2.7 The building will be designed as a neo-Georgian development with hipped roofs, projecting gable features and pillars on the front elevation. Traditionally, the style of housing along Cockfosters Road comprised of large 1930s era detached dwelling houses. Many of these have either been redeveloped and replaced with large mock-Tudor / neo-Georgian dwellings (and some large purpose-built flats in the latter styles), or the dwellings have been extensively extended. The overall design would not be out of keeping with the character of the area.

Scale / Height / Massing / Proximity to Boundaries

- 6.2.8 From the Cockfosters Road frontage, it is considered that the proposed building will have a domestic scale appearance, with the height to ridge level respecting the natural fall of the road in relation to its neighbours. The staggered footprint results in the two elements on the north and south elevations being set back from the main front building line by approximately

5.5m and from the road by 26m and 30 respectively, thus appear more as extensions. The overall scale and size of the development is considered to be acceptable.

6.2.9 Whilst the front elevation will have the appearance of a two-storey building, at the rear, due to the change in ground levels as described in paragraph 1.2 of this report, and as depicted on Drawing No.10734/PL.104, the building would have the appearance of a 3 / 4 storey structure. There would be long distance views from the golf course to the rear, however due to the extensive level of tree plantings within the golf course and along the common boundary, the building will not appear as a four storey structure as the lower levels will not be visible over the top or through the trees. It is considered that the rear elevation despite its elevational appearance on the submitted plans, will not appear any more dominant than existing developments to the south of the application site.

6.2.10 In terms of massing and proximity to boundaries, the proposed building will retain distances of approximately 3.6m to its northern boundary with No.381 (the garage of that dwelling is built on the common boundary but the first floor is set 3.5m away from the boundary) and 6m to its southern boundary shared with No.377 (the flank wall is 1.7m from the common boundary), and 39m at its nearest point to its western (rear) boundary shared with the golf club. The proposed level of distancing is considered acceptable to retain a sense of space around the development thus maintaining an appropriate setting within the street scene.

6.3 Impact on Neighbouring Properties

Loss of Light / Outlook

6.3.1 There are no ground floor windows on the flank of No.381 to the north. The first floor of this dwelling however has two small flank windows but these serve two ensuite bathrooms and are sited approximately 3.5m from the common boundary. Should the new building be approved, there would be a gap of approximately 7m between the flank walls of the two buildings.

6.3.2 The Care Home to the south sits at a more elevated position (approximately 1.8m) due to the change in ground levels. The flank elevation of contains some fenestration on its ground floor northern elevation. However, these do not serve habitable rooms, instead the habitable rooms are served by large windows on the front and rear elevations. The first floor of the Care Home does not contain any fenestration, although it does contain roof lights on the hip of the roof. However, the ridge of the proposed building is approximately 3.7m below that of the Care Home and therefore these would not be unduly affected by the proposed development.

6.3.3 Having regard to the nature of the rooms which the flank windows serve on the respective adjacent properties, and having regard to the level of distancing as discussed in paragraph 6.2.10 of this report, it is considered that the proposed development is set sufficiently away from its boundaries to not unduly impact on the amenities of those neighbouring occupiers in terms of loss of light and outlook.

Overlooking / Loss of Privacy

6.3.4 There should be no further harm to neighbouring occupiers from proposed rear-facing windows in terms of overlooking and loss of privacy from the proposed scheme than they would currently experience from existing developments. The terraces proposed for the first and second floors will be provided with privacy screens along their respective north and south flanks to prevent any potential for overlooking and loss of privacy to the two adjoining properties. These will be secured by an appropriately worded condition.

6.4 Housing Mix

6.4.1 The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.

6.4.2 The findings of Ecotec's research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (ie 3+ bedrooms). This is equivalent to a need for 1,667 family sized homes of which nearly 40% is for four bedroom homes over a period of two years.

6.4.3 The earlier findings of Fordham's Research, *Enfield Council Housing Study* (September 2005) corroborate Ecotec's findings. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation.

6.4.4 The Borough has identified sufficient land to meet with the housing demand and through this, by applying the housing mix contained within Policy 5 of the Core Strategy, should be able to meet with the need. The proposed development is considered to be a windfall site and it will provide for nine family-sized units for which there is a recognised need. The level of family accommodation within the development exceeds that required by Policy 5 of the Core Strategy and they would have good access to the amenity space available. It is also considered appropriate to impose a condition to ensure a pedestrian route to the rear garden is provided. Overall, it is considered that the standard of accommodation and housing mix, is acceptable.

6.5 Affordable Housing

6.5.1 Having regard to Core Policy 3, the development should be making provision for on-site affordable housing unless it is demonstrated that it would not be viable to provide on-site affordable housing.

6.5.2 Based on the methodology set out in the approved S106 SPD the scheme should be contributing £990,533 towards off-site affordable housing provision in the Borough.

6.5.3 The submitted viability statement confirms that should the full contribution be made, the residual land value would be £614,192 below that of the existing use value (EUJ). Therefore the scheme can not viably afford the full contribution. The applicant is therefore offering £301,000 towards affordable housing, which is considered acceptable having regard to the evidence.

6.5.4 This level of contribution is accepted in order to support the provision of housing within the Borough. However, it is also recognised that the stated sums are based upon the currently estimated sales values. The proposed units could potentially realise a greater value, therefore an overage clause is recommended on any S106 Agreement to claw back some additional monies should the units achieve a greater value.

6.6 Access and Traffic Generation

6.6.1 The development would re-utilise the existing access point onto Cockfosters Road, for which there is no objection to this.

6.6.2 The development will provide 20 parking spaces within the basement. Whilst concerns of objectors are noted in relation to the perceived impact on the surrounding road network by the traffic generated from the scheme, the proposed level must be assessed against the London Plan and within the context of its location and accessibility to public transport (PTAL).

6.7 Parking

6.7.1 The London Plan suggests that for 3-bed units, the maximum provision should be 1.5 spaces per unit and for 2-beds, less than 1 space per unit. On this basis, the scheme should be looking to generate less than 14.5 spaces. However, having regard to the very low PTAL for the area, it is considered that in this instance, 2 spaces per unit are appropriate and justifiable. Moreover, the siting of the car park below ground, does remove the need for a large area of hard standing that would otherwise have to be created.

6.7.2 In addition, 20% of parking spaces should be for electric vehicles, with an additional 20% provision for future adaptability. This element can be secured by condition.

6.7.3 Cycle parking is proposed although it is unclear as to the proposed level of provision. As a minimum, 1 space should be provided per unit. An area is shown within the basement layout plan that is set aside for cycle parking, however the details relating to the number of spaces and the design of the secure cycle store will be secured by condition.

6.8 Sustainable Design and Construction

Lifetime Homes

6.8.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.

6.8.2 A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing. A condition is recommended on any approval to secure details of the scheme achieving Lifetime Home standards.

Code for Sustainable Homes

- 6.8.3 New developments in the Borough should be aiming to exceed Code 3. The Energy Statement advises that each of the units will meet with Code 4. The Sustainable Design Officer has raised some concerns over the submitted Pre-assessment, however I am of the opinion that these concerns can be adequately addressed via the imposition of appropriately worded conditions to ensure that the proposed dwelling will achieve a minimum level of Code 4.

Energy

- 6.8.4 London Plan policy adopts a presumption that developments will achieve a reduction of emissions of 25% from site renewable energy sources, unless it can be demonstrated that this is not feasible.
- 6.8.5 The submitted Energy Statement appears to confirm that there will be a 25% improvement over Building Regulations. This is achieved primarily through a fabric first approach (16%) and the use of photovoltaics. A more detailed Energy Statement has been suggested by the Sustainable Design Officer, which can be secured by condition. This would also include the details of the proposed photovoltaics.

Drainage

- 6.8.6 Whilst the use of a sustainable urban drainage system (SUDS) is discussed, no information has been provided. A condition is therefore recommended on any approval seeking details of the proposed scheme.

Ecology

- 6.8.7 CP36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. A condition is therefore suggested to seek biodiversity enhancements on the site, with such measures including plantings of native trees and bird & bat boxes. The feasibility of providing living walls will also be secured by condition.

6.9 Education

- 6.9.1 The S106 SPD advises that a contribution towards education provision in the Borough will be sought on all schemes where there is a net increase in residential units. The proposed development will therefore result in an education contribution of £55,263.68.

6.10 S106

- 6.10.1 In accordance with the identified contributions advised of in sections 6.5 and 6.8 of this report, a Section 106 Agreement is therefore recommended to secure the following sums:

1. £301,000.00 towards off-site affordable housing provision in the Borough.
2. £55,263.68 towards education provision.
3. £17,813.18 for the monitoring fee (5%)

- 6.10.2 The total sum in relation to the obligations sought by the Council is £374,076.86.

7 Mayoral Community Infrastructure Levy (CIL)

- 7.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that would be sought in relation to this levy is £34,260.00.

8. Conclusions

- 8.1 In relation to the proposed development, whilst the density calculation is below that of the suggested range, having regard to the character of the area it is considered acceptable.
- 8.2 The overall design of the proposed building would be compatible to that of the surrounding developments and would not detract from the character and appearance of the surrounding area.
- 8.3 Other elements of the scheme, such as but not exclusive to drainage details and biodiversity enhancements could be reasonably conditioned, should permission be granted.
- 8.5 Having regard to all of the above, it is considered that the application should be approved for the following reasons:

9 Recommendation

- 9.1 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, and with guidance contained within the National Planning Policy Framework.
 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 having regard to Policy (II)GD3 of the Unitary Development Plan, Core Policy 30, Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan and with guidance contained within the National Planning Policy Framework.
 3. The proposed development due to its design, size and siting, does 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 guidance contained within the National Planning Policy Framework.
 4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for 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 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 guidance contained within the National Planning Policy Framework.

10. Recommendation

- 10.1 That upon completion of the S.106 agreement, planning permission should be GRANTED subject to the following conditions:

1. C60 Approved Plans
2. C07 Details of Materials
3. C09 Details of Hard Surfacing
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.896.01.01 Rev.M 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. C15 Private Vehicles Only – Garages
8. C16 Private Vehicles Only – Parking Areas
9. 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.

10. NSC1

Living Walls

Notwithstanding any submitted plan, details shall be provided to the Local Planning Authority of the feasibility of providing "living walls". The submitted details shall include:

- (a) Type and density of native wildlife friendly plantings;
- (b) Locations for planting of "living walls"

The living walls shall be provided in accordance with the approved details and plantings shall be provided within the first planting season following practical completion of the development. 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 alternative approved in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted policy, and to ensure highway safety.

11. C19

Details of Refuse Storage & Recycling Facilities

12. C25

No Additional Fenestration

13. NSC2

SUDS 1

No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

14. NSC3

SUDS 2

Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

- a. a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and

- b. the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

15. NSC4

Rainwater Harvesting

Prior to construction of the development hereby approved details of the rainwater harvesting system shall be submitted to the Local Planning Authority for approval in writing. 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 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 adopted policy.

16. NSC5

Code for Sustainable Homes 1

Development shall not commence until evidence in the form of a revised design stage assessment conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, has been provided and approved in writing by the Local Planning Authority. The evidence provided shall confirm that the dwellings can achieve a Code for Sustainable Homes rating of no less than Code Level 4.

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 written approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with adopted Policy.

17. NSC6

Code for Sustainable Homes 2

Following the practical completion of the replacement dwelling but prior to first occupation, a post construction assessment, conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with adopted Policy.

18. NSC7 Energy 1
Development shall not commence until an 'Energy Statement' has been submitted to 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 a 20% improvement in total CO₂ emissions arising from the operation of a development and its services over Part L1A of Building Regulations 2010. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and explore the feasibility of utilising low and zero carbon technologies
- Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.
19. NSC8 Energy 2
Having regard to Condition 16 of this permission ('Energy 1'), the selected renewable energy technology / technologies, shall be implemented in accordance with the approved details and permanently maintained and retained, unless otherwise approved in writing by the Local Planning Authority. Written confirmation that the approved renewable technology has been implemented shall be provided to the Local Planning Authority prior to occupation of the development.
- Reason: To ensure that the selected technology / technologies do not unduly detract from the visual amenity of the replacement dwelling within the street scene and the wider area, and to ensure that the replacement dwelling achieves adopted energy reduction savings targets.
20. NSC9 Lifetime Homes
Prior to development commencing, details shall be provided to the Local Planning Authority confirming that the scheme will meet with 100% Lifetime Homes' standards, unless otherwise approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
- Reason: To provide for future adaptability of the housing stock
21. NSC10 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
- a. arrangements for wheel cleaning;
 - b. arrangements for the storage of materials;
 - c. hours of work;
 - d. arrangements for the securing of the site during construction;

- e. the arrangement for the parking of contractors' vehicles clear of the highway.
- f. The siting and design of any ancillary structures.
- g. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

22. NSC11 Privacy Screens (as per drawings)

23. NSC12 Tree / shrub Clearance

All trees and scrub which are suitable for supporting nesting birds are to be cleared outside the bird nesting season (March to August inclusive) or if clearance is to occur during the bird nesting season, areas are to be first surveyed for nesting birds by a suitably qualified ecologist with the results of the survey provided to the Local Planning Authority for approval in writing prior to any clearance commencing.

Reason: To ensure that nesting birds are not adversely affected upon by the proposed development.

24. NSC13 Details of Tree Protection

Development shall not commence until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved document unless otherwise approved in writing by the Local Planning Authority.

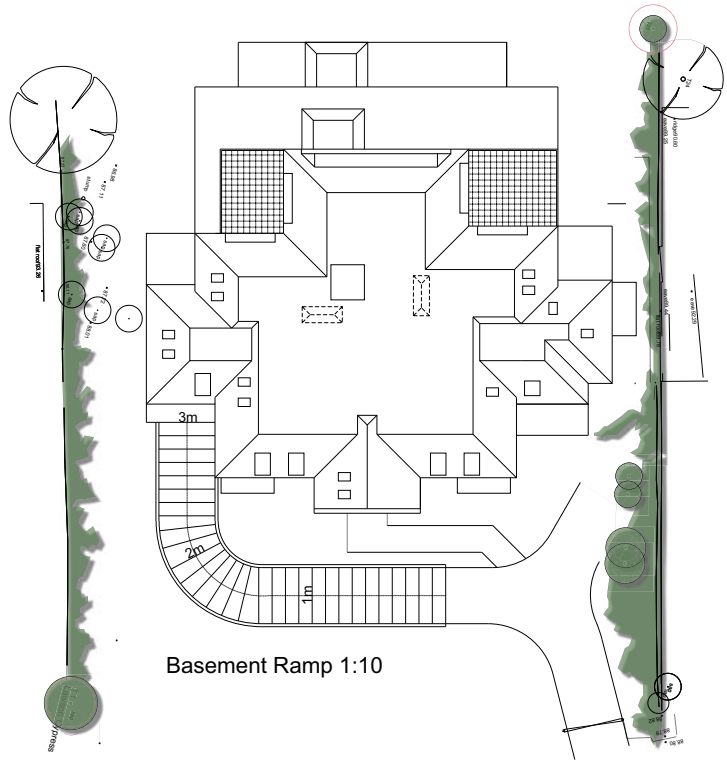
Reason: To ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to adopted policy.

25. C59 Details of cycle storage

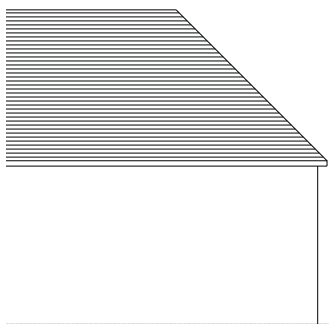
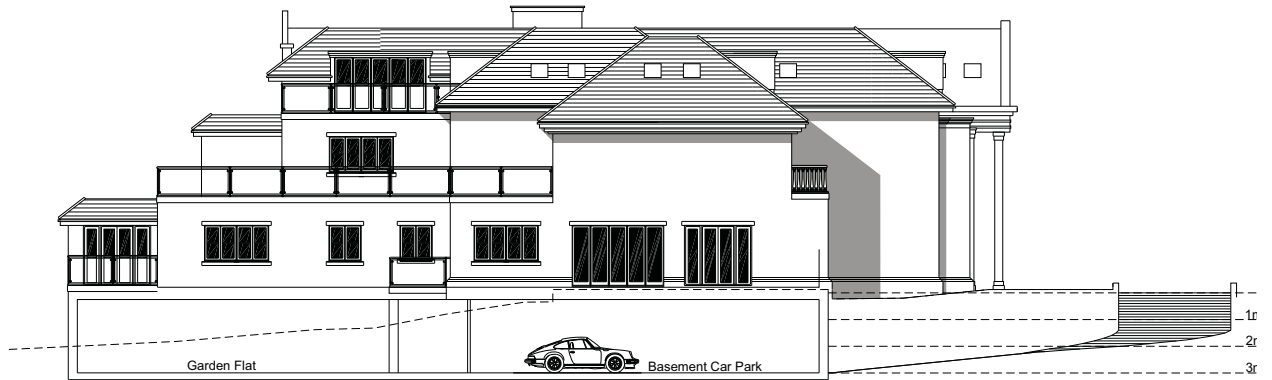
26. Detail of a pedestrian route linking the front entrance to the rear amenity space be submitted to and approved by the local planning authority. The route to be provided and thereafter retained prior to the occupation of the development

Reason: in the interests of good design and to provide safe alternative access to the amenity space available

27 C51A Time Limited Permission



Basement Ramp 1:10



FIVE OAKS CARE HOME

site boundary



STREET SCENE

1m.
2m.
3m.

site boundary

381 COCKFOSTERS ROAD

Rev	Date	Description



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Project
379 CockFosters Road
Hadley Wood

Drawing title
Section through basement
& Street Scene

Scale	Dwg No.
1:100 & 200 @ A1	10734/PL.105
Date	Rev
17.07.12	
Drawn	
CLB	



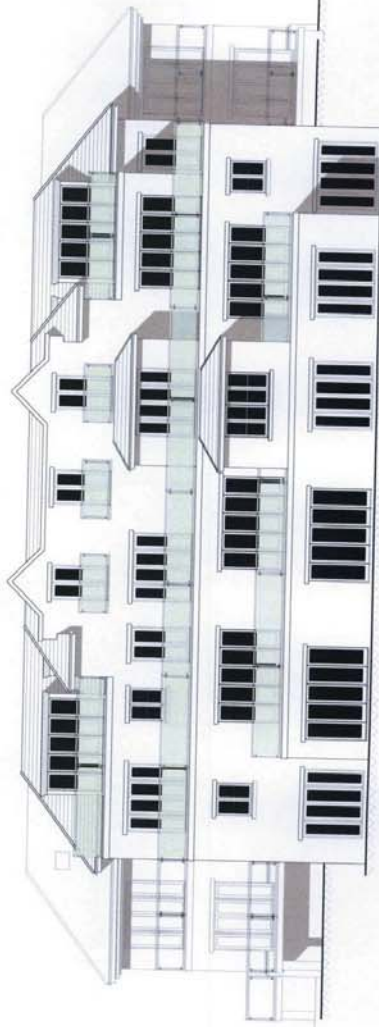
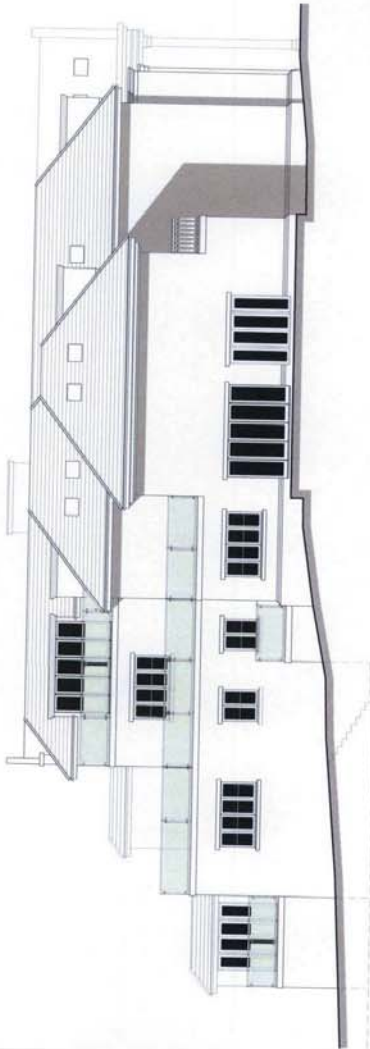
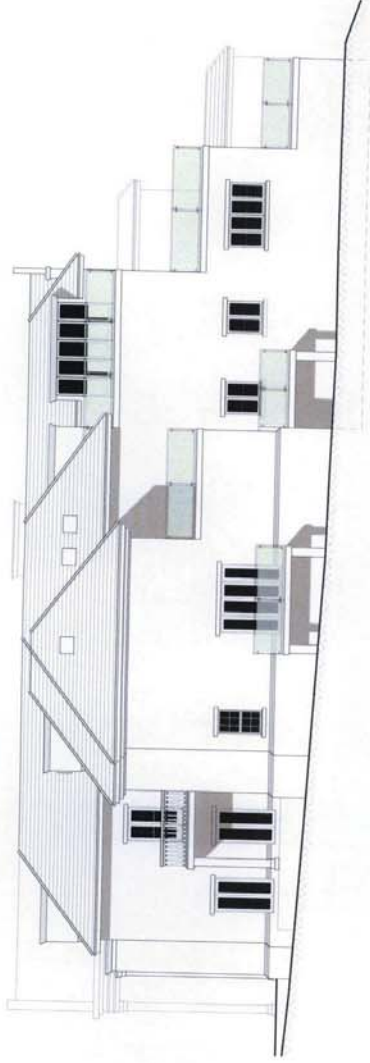
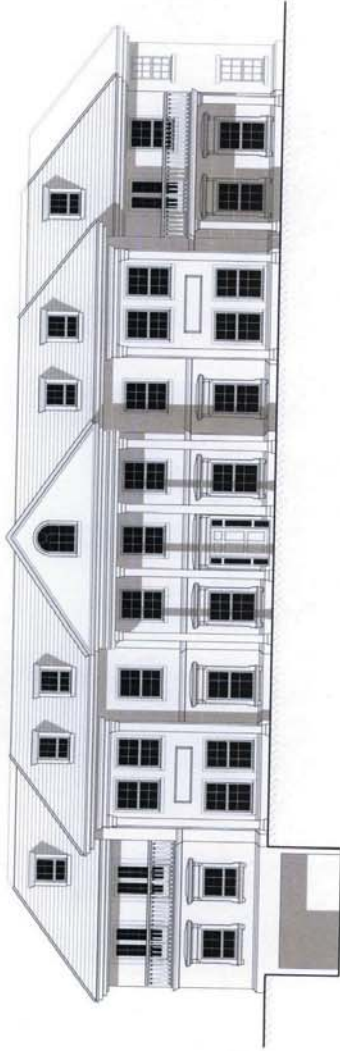
COCKFOSTERS ROAD

Rev	Date	Description



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Project	379 Cockfosters Road Hadley Wood
Drawing title	Site Layout Plan
Scale	1:500@A3
Date	26.06.12
Drawn	CLB
Dwg No.	10734/PL.101
Rev	



Rev	Date	Description

Project
379 Cockfosters Road
Hadley Wood

Drawing title
Elevations

Scale
1:200 @ A3

Date
27.06.12

Drawn
CLB

Dwg No.
10734/PL.104

Rev

Rev Date Description