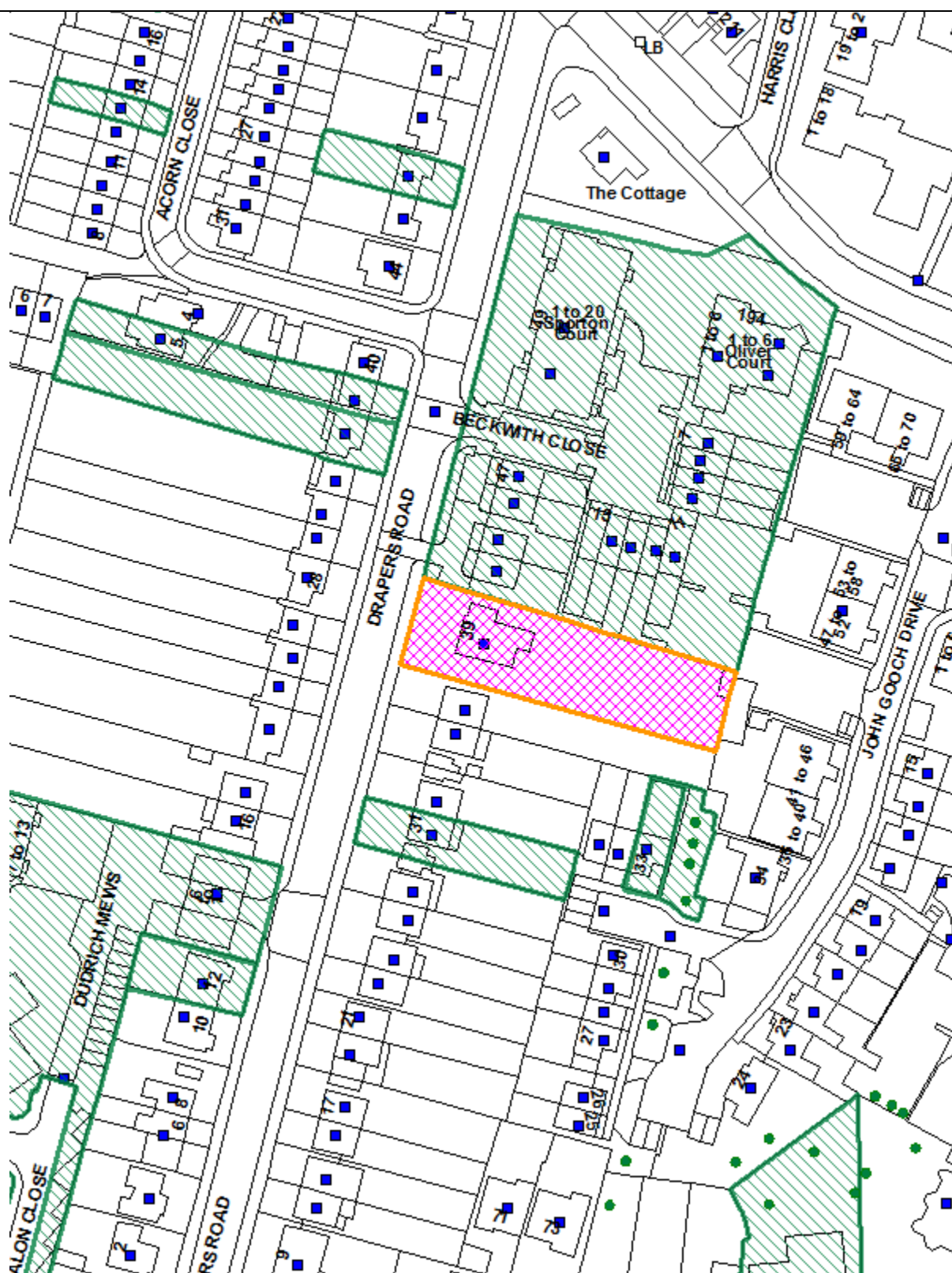


LONDON BOROUGH OF ENFIELD**PLANNING COMMITTEE****Date :** November 29th 2016**Report of**
Assistant Director - Planning,
Highways & Transportation**Contact Officer:**
Andy Higham Tel: 020 8379 3848
Andy Bates Tel: 020 8379 3004
Kate Perry Tel: 020 8379 3853**Ward:** Highlands**Application Number :** 16/02210/FUL**Category:** Dwellings**LOCATION:** 39 Drapers Road, Enfield, EN2 8LU**PROPOSAL:** Demolition of existing building and erection of a detached 2-storey building with accommodation in the roofspace to provide supported living accommodation for up to 11 residents with learning and physical disabilities, alterations to vehicular access and provision of associated car parking to the front (Revised Drawings)**Applicant Name & Address:**Mr Savvas Michael
Buckworth Court
Holtwhites Hill
Enfield
EN2 0RR**Agent Name & Address:**Mr Andreas Charalambous
Andreas & Buxton Associates
50 Norman Court
395 Nether Street
London
N3 1QQ**RECOMMENDATION:**That planning permission be **GRANTED** subject to conditions.

Ref: 16/02210/FUL LOCATION: 39 Drapers Road, Enfield, EN2 8LU,



1.0 Site and Surroundings

- 1.1 The site is located on the eastern side of Drapers Road and comprises a detached two storey single family dwelling with hipped roof and two storey flat roof side and rear extensions.
- 1.2 The surrounding area is predominately residential in character dominated by two storey single family dwellings (mainly semi-detached and terraced houses) as well as two and three storey residential flats to the north.
- 1.3 The site does not contain a Listed Building and is not located within a Conservation Area.
- 1.4 On-site parking is provided by an integral garage and there is parking for approximately 5 cars on the front driveway of the property.
- 1.5 The site has a Public Transport Accessibility Level (PTAL) rating of 2.

2.0 Proposal

- 2.1 The application proposes the demolition of the existing dwelling and the erection of a detached 2- storey (plus accommodation in the roofspace) building fronting Drapers Road including accommodation in the roof space and rear dormers. The building will provide supported living accommodation for up to 11 residents (use class C2), together with communal living areas and staff offices on each floor.
- 2.2 The proposed building would front on to Drapers Road and would be designed to reflect the appearance and scale of the existing semi-detached properties immediately to the south of the subject site. The building is proposed to be constructed of red bricks with a slate tile roof.
- 2.3 Six parking bays, two of which would be disabled bays, are proposed to the front of the site, accessed from a new 4.8m wide vehicular crossover from Drapers Road. Pedestrian access would be provided separately and located adjacent to the southern boundary of the site with number 37 Drapers Road.
- 2.4 In terms of staffing, 5 staff would be on site at all times. There would be three eight hour shifts within a 24 hour period.

3.0 Relevant Planning Decisions

- 3.1 14/04949/PREAPP
Proposed demolition of existing building and erection of two 2-storey buildings - Unit A (front) - provision of a facility for use as supported living for 12 residents with learning and physical disabilities with accommodation in roof space; Unit B (rear) - provision of 2 no. day care centres at ground floor level for up to 20 adults with learning and physical disabilities and provision of supported living facility on first and second floors for 12 residents with learning and physical disabilities.

Summary of advice given:

- Loss of family house accepted due to the provision of specialist accommodation for which there is an identified need (DMD 15). However, intensity of development is excessive for suburban street.

- Development of garden land – would reject on this policy. Lack of street frontage.
- Lack of front door to front unit.
- Day centre use should be at front. Connection to surroundings.
- Excessive hard surfacing.
- Over development too much for site.
- Kitchens without windows.
- Lack of communal space.
- Some units only north aspect – not acceptable.
- Relationship with neighbours not acceptable – overbearing. Loss of privacy – side facing single aspect habitable room windows.
- Level of parking is an issue considering number of staff and residents/ day centre visitors. 6 spaces proposed and 2 for staff inadequate. Detail required on how other similar operations within the borough work. Distance of bins to highway.
- Tracking for minibus/ambulance required.
- Energy - 35% over building regs would be required.
- Green roofs required.

3.2 15/03367/FUL

Demolition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in roof space, including rear dormers, to provide supported living accommodation for up to 12 residents, alterations to vehicular access and provision of associated car parking to the front (revised plans). Pending consideration – superseded by this application and will most probably be withdrawn once this application is decided.

3.3 Having regard to the planning history outlined above, it is noted that the proposed development has been significantly amended and reduced since the pre-application was originally submitted. Below is a summary of the amendments that have been made since the original submission:

- The original pre-application included an application for 2 buildings on the site connected by a glass link to provide supported living accommodation for 24 adults and 2 day care centres for 20 adults (a summary of the advice given can be seen at 3.2 above).
- The subsequent planning application (15/03367/FUL) was initially submitted as 2 buildings (one to the front and one to the rear of the site connected by a glazed link) to provide supported living accommodation for 16 residents and 2 day care centres for 20 residents.
- Negotiations with Officers reduced this proposal initially to 14 residents and then to 12 residents and removal of the day care aspect of the proposal. The reduced scheme was to be contained in one building to the front of the site and the rear building and glazed link were completely removed.
- Amendments to the front building included significant reduction of the large crown roof, removal of side and front dormers and reduction in the overall bulk, width and depth so that the 45 degree and 30 degree angles from neighbouring properties were respected.
- The applicants were advised that whilst the improvements to the scheme were noted it was to be refused as the overall width of development (16m) was considered out of keeping with the character of the area and represented an excessive level of

development on the plot. This suggested an over-intensive use of the site. This application has not been determined and it is anticipated that it will be withdrawn following the outcome of the current proposal.

- The current application was then submitted for 11 residents on site. The width of the building was reduced to 13.5m which reflects the width of the immediately neighbouring properties. This application has also been improved during the application process to reduce the number of rooflights, to re-arrange the internal layout so that all habitable rooms have primary front or rear facing windows and to remove rear facing balconies and to replace the balconies with a green roof.

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transportation

Traffic and Transportation raise no objection in principle subject to conditions.

4.1.2 Health and Adult Social Care

No objection and are supportive of the proposed development.

4.1.3 Environmental Health

Environmental Health raises no objection.

4.2 Public

- 4.2.1 Letters were sent to 61 adjoining and nearby residents. There have been 2 rounds of public consultation following minor revisions to the plans. The consultation periods ran between 21.6.2016 – 12.7.2016 and 10.8.2016 – 24.8.2016. Letters of objection were received from 20 neighbouring occupiers. Objections have been made on the following grounds (in summary):

- Development too high
- General dislike of proposal
- Inadequate parking
- Inadequate public transport provision
- Increase in traffic
- Loss of parking
- Loss of privacy
- Noise nuisance
- Out of keeping with the character of the area
- Overdevelopment
- Strain on existing community facilities
- Loss of light
- Noise nuisance
- Close to adjoining properties
- Conflict with Local Plan
- Inadequate access
- Increase in pollution
- Increase in noise from staff, visitors and deliveries e.t.c. Would be intrusive and disruptive

- Design not in keeping
- Residential road which is not suited to a commercial venture
- Recent flats have already caused disruption
- Concern about high number of deliveries likely
- Road is busy and dangerous (there are no pedestrian crossings or traffic lights) and would be hazardous for residents
- Over-intensive use of the site
- Overcrowding
- Alternative sites such as the new Chase Farm development would be far more suitable
- Dormer windows would result in unacceptable overlooking
- Poor floor layout and cramped, poor living conditions for future occupiers – below recommended standards
- Poor floor layouts with bedrooms above living rooms etc
- Lack of amenity space for individual flats
- Poor natural light to units in top floor. Rooms have sloping roofs giving cramped, poor and inadequate living conditions
- Poor mix of units
- Will distress neighbours
- Increased activity will cause unacceptable harm
- Will operate 7 days a week 365 days a year
- Issues faced at other similar developments frequently involve the emergency services and the police – not appropriate in a road of family house with children
- Odour of constant cooking would be unacceptable
- Lack of soft landscaping to front of site

4.2.2 A petition with 86 signatories has also been submitted.

5.0 Relevant Policy

5.1 The London Plan

- 3.1 Ensuring Life Chances for All
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.17 Health and Social Care Facilities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking

- 7.1 Lifetime Neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture

5.2 Core Strategy

- CP2 Housing supply and locations for new homes
- CP4 Housing quality
- CP5 Housing types
- CP6 Meeting Particular Housing Needs
- CP7 Health and Social Care Facilities and the Wider Determinants of Health
- CP9 Supporting Community Cohesion
- 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
- CP30 Maintaining and improving the quality of the built and open environment
- CP32 Pollution

5.7 Development Management Document

- DMD3 Providing a mix of different size homes
- DMD6 Residential character
- DMD8 General standards for new residential development
- DMD9 Amenity space
- DMD10 Distancing
- DMD15 Specialist Housing Needs
- DMD37 High quality and design led development
- DMD45 Parking standards and layout
- DMD46 Vehicle crossover and dropped kerbs
- DMD49 Sustainable design and construction statements
- DMD51 Energy efficiency standards DMD53 Low and Zero Carbon Technology
- DMD58 Water Efficiency
- DMD68 Noise

5.8 Other Relevant Policy Considerations

National Planning Policy Framework
 National Planning Policy Guidance
 Technical Housing Standards – Nationally Described Space Standards
 Monitoring Report and Housing Trajectory 2015

6.0 **Analysis**

- 6.1 In accordance with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO), a change of use from C3 to C2 requires planning permission.
- 6.2 The proposed use would result in the loss of a single family dwelling and its replacement with supported living accommodation for up to 11 residents. Therefore

the proposal will need to comply with DMD 4 (Loss of Existing Residential Units) and DMD 15 (Specialist Housing Needs).

6.3 In consideration of this application, the proposed development would need to satisfy point b of DMD 4 where it can be demonstrated that it is to provide a community facility, where a specific need has been identified.

6.4 DMD 15 (Specialist Housing Needs) goes on to require that development proposals for specialist forms of housing would only be permitted if all of the following criteria are met:

- a. The development would meet an identified borough need for that form of specialist housing having regard to evidence of need in the Council's Market Statement, Health and Adult Social Care Commissioning Strategies, or the needs assessment of a recognised public health care body;*
- b. The property is suitable for such a use and would not result in an over intensive use of the site*
- c. That residential amenity is preserved in accordance with the relevant criteria in policy DMD 8 'General Standards for New Residential Development';*
- d. It would not result in an excessive number or concentration of similar uses in a locality which would be detrimental to residential character or amenity;*
- e. The development is adaptable, well designed, of a high quality, accessible (internally and externally), meets the needs of the specific client groups it serves and their carers but is flexible in case these change. Developments must have regard 'General Standards for new development', other design considerations and local guidance. The Council will work with partners to ensure the facilities provide an adequate form of accommodation; and*
- f. The development is well located so that it is easily accessible to existing local community facilities, infrastructure and services, such as public transport, health services, retail centres, recreation and leisure opportunities.*

Principle of the Development

6.5 Having regard to the above, The National Planning Policy Framework and The London Plan seek to ensure that new development offers a range of housing choice, in terms of the mix of the housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors.

6.6 Policy 6 of the Council's Core Strategy sets out the Council's guiding principles for meeting particular housing needs, and states:

The Council, with its partners, will develop flexible and accessible accommodation services that meet the local housing needs of vulnerable adults and that support the delivery of the Personalisation Agenda. Future accommodation requirements will be set out in the Health and Adult Social Care commissioning strategies. These strategies should be used as a tool for shaping and informing future development in the Borough. There is a particular need to control the development of traditional residential care home provision and align the development of supported accommodation services with local need.

The Council will work to ensure that there is appropriate provision of specialist accommodation across all tenures. Criteria for assessing applications for housing to meet particular needs, having regard to need and supply will be set out in

the Development Management Document.

- 6.7 The current application is fully supported by the Council's Health and Adult Social Care department. They advise that the project has been commissioned in partnership with the Local Authority and is entirely consistent with Health and Adult Social Care departmental plans and commissioning strategies, to improve housing with care services for local people with disabilities.
- 6.8 They consider that the proposed building will provide good quality, self-contained accommodation designed in partnership with the Council's Integrated Learning Disability and Occupational Therapy Service to meet the specialist housing needs of adults with learning disabilities in the borough.
- 6.9 It will offer people with disabilities the opportunity to live independently in the community within an inclusive, non-discriminatory, enabling and supportive environment. With the right support and care in place, positive outcomes for people living within this proposed service will be maximised and lives can be improved.
- 6.10 In light of the above it is considered that there is an identified need for the development and the development is consistent with the requirements of DMD4 (b) and DMD15 (a).
- 6.11 However, regard must also be given to the impact of the development on the character of the area in terms of the attainment of an appropriate scale and design of development in relation to immediately neighbouring properties; the impact of the development on the residential amenities of neighbouring occupiers in terms of the intensification of the use of the site and associated noise and disturbance; the impact on the amenity of neighbours in terms of the size and design of the development and the impact on access to light, outlook and retention of privacy; the quality of the environment created for future occupiers; and the impact of the development on car parking and highway safety. Regard must also be given to the inclusion of energy efficiency measures to be provided in the development and the inclusion of Sustainable Urban Drainage Systems (SUDs)

Impact on Character and Appearance of Area

- 6.12 London Plan policies 7.1 and 7.4 set out the design principles that all boroughs should seek to ensure for all development proposals. The policies state that all development proposals should have regard to the local context, be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation.
- 6.13 Policy DMD8 sets out the 'General Standards for New Residential Development' (this policy is signposted by policy DMD15 as being relevant for development of this nature) and policy DMD37 sets out criteria for 'Achieving High Quality and Design-Led Development' and aim to ensure that high standards of design are taken into consideration, with reference to the boundary treatment of the property, the use of materials and the proposals siting, layout, alignment, spacing, height, bulk and massing.
- 6.14 In this regard, the design rationale for the new building has been to create a building which reflects the immediately neighbouring pairs of semi-detached properties in

terms of height, width, roof design and separation distances.

- 6.15 The development would reflect the domestic scale of the neighbouring residential properties and it is considered would not appear unduly dominant or visually intrusive in the street scene. The building effectively provided a 'stepping stone' between the flats to the north and the semi-detached single family dwelling houses to the south.
- 6.16 With regard to materials, brickwork and a tile roof are proposed. Further details on the proposed materials would be required should planning permission be granted. This would include detail on the proposed hard-surfacing materials and landscaping to ensure the selected materials appear compatible and contribute to the appearance of the street scene.
- 6.17 Overall, it is considered that the design of the proposed building is acceptable and would relate to the design and scale of the neighbouring residential properties.

Residential Amenity

Intensification of the Use

- 6.18 The application site is situated in a well-established residential area comprising a mix of single family dwelling houses and residential flats. The application site is currently occupied by a detached single family dwelling and the proposal would result in the significant intensification of the use of the site. Neighbouring residential occupiers have raised concern that this will be more akin to a commercial enterprise and inappropriate in a residential area. The new building would accommodate up to 11 residents as well as 5 support staff on site at all times (i.e. there would be 16 people occupying the building).
- 6.19 This is a notably greater intensity of use than is currently evident on site and will generate additional activity, movements (on and to and from the site) and noise which will undoubtedly have an impact on the residential amenities of neighbouring residential occupiers. However, the size of the site is such that it is considered capable of accommodating a greater intensity of use. A detached building is also proposed which will help to minimise the impact of the development. The number of proposed residents has been reduced significantly since earlier iterations of this scheme and, on balance, the intensity of use currently proposed is considered acceptable. Council policies specifically seek to integrate this type of use in to existing residential areas and to prevent the isolation of vulnerable adults. The Council's Environmental Health Department have not raised any objections to the proposed scheme when limited to 11 residents.
- 6.20 The applicants have also provided evidence of the ways in which the development would be managed in order to minimize the impact of the development on the amenities of neighbouring occupiers. The on-site staff will be there to monitor and intervene if/ when necessary and each resident will have an individual care plan which the staff will seek to follow and implement.
- 6.21 Overall, whilst it is fully acknowledged that the increased intensity of the use may be noticeable by neighbouring residential occupiers in certain instances, it is considered that with appropriate management, and given the identified need for the development, the proposal would not have an unacceptable impact on the amenities of neighbouring residential occupiers having regard to DMD 15 of the Development Management Document.

- 6.22 It is noted the under the provisions of The Town and Country Planning (General Permitted Development) Order 2015 (as amended) changes of use within and from Use Class C2 to a range of other uses may be permitted development subject to the prior approval of the Local Planning Authority. Given, the close relationship between the proposed development and existing residential properties alternative uses within and from Use Class C2 may not be appropriate. Therefore, it is recommended that a condition be attached to ensure that the development is only used as supported living accommodation and will require planning permission for any change of use.

Built Form

- 6.23 Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight and outlook. It also seeks to ensure that new developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment.
- 6.24 Given the scale, siting and design of the proposed new building, the occupiers likely to be most affected are No.37 Drapers Road and the immediately adjoining block of flats in Beckwith Close. To the rear of the site are numbers 41- 46 John Gooch Drive but these are substantially separated from the proposed building and the separation complies with the Council's distancing standards in relation to these properties. All other nearby dwellings would remain sufficiently physically removed not to be impacted to any significant extent.
- 6.25 No.37 Drapers Road is located to the immediate south of the application site. The proposed building would be set in 1.8m from the common boundary with this property compared to 5m existing. There are no primary habitable room windows in the flank elevation of number 37 Drapers Road and therefore the closer proximity to the common boundary will not have an unacceptable impact.
- 6.26 Furthermore, the submitted drawings demonstrate that the proposed development has been designed so that it does not breach a 45 degree or 30 degree angle from the nearest original habitable room windows at number 37 Drapers Road at either ground or first floor level and therefore the development will not result in an unacceptable loss of light or outlook and nor will it be overly dominant.
- 6.27 With regard to privacy, it is acknowledged that glazing in the new building could result in additional overlooking of the neighbouring site if not carefully considered. As a result, revisions have been made to the scheme to limit the impact. Rear facing balconies which were originally proposed have been removed and glazing in the flank elevations is now limited to secondary glazing only. Conditions will be attached should planning permission be granted that these remain obscure glazed and non-opening unless 1.7m above internal floor level. This will minimize the impact on the neighbouring occupiers. Given that this is a suburban residential environment where a certain level of overlooking must be expected, it is considered that, on balance, this element of the scheme is acceptable.
- 6.28 With regard to the impact on the immediately adjacent block of flats to the north, the proposed building would be set in from the common boundary with this property by 3.4m. There is only 1 small non-habitable room window in the flank elevation of the neighbouring building and the new building would not have an unacceptable impact.

- 6.29 Furthermore, the building would not breach a 45 degree or 30 degree angle from the nearest rear facing ground or first floor windows at the neighbouring flats.
- 6.30 With regard to privacy, the existing flats have communal amenity space adjacent to the boundary with the subject property. This would be overlooked by the rear facing glazing. However, given this is communal and not private amenity space, this is not considered to be unacceptable and no worse than existing overlooking from the existing flats.

Quality of accommodation

- 6.31 There is no specific planning policy guidance in place that relates specifically to care home standards. There are bodies in place that regulate care home standards, most notably the Care Quality Commission (CQC). It should be noted that many of these standards clearly relate to operational arrangements which are controlled outside of the planning process, e.g. allowing visitors at reasonable times, varied dietary offers, appropriate staffing levels, maintenance, etc. The application is considered to be acceptable in this regard.
- 6.32 It is noted that the current proposal effectively proposed self-contained units to allow the maximum independence of the residents and as far as possible allow them to operate independently as they would in a traditional flat. However, communal areas are also available for residents to congregate should they wish to and areas allocated solely for staff and for the operational needs of the building are provided.
- 6.33 The proposal has been revised since the original submission to ensure that all habitable rooms have access to either front or rear windows to provide access to an acceptable level of natural light and ventilation. It is noted that this would be limited for the loft rooms as these would only have access to rooflight windows. However, on balance this is considered acceptable.
- 6.34 In terms of unit sizes, The London Plan specifies minimum Gross Internal Areas (GIA) for new residential units. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that Local Planning Authorities should consider using design codes where they could help deliver high quality outcomes. The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts. In view of paragraph 59 of the NPPF and The London Plan, and when considering what is an appropriate standard of accommodation and quality of design, the Council also has due regard to the Nationally Described Space Standards.
- 6.35 Although this development is not for a traditional residential use and areas of communal living will also be provided, the above standards provide a guide as to the acceptable size and standard of accommodation to be provided.
- 6.36 The London Plan and the Nationally Described Space Standards require that for a 1 person flat the minimum GIA should be 39 sq.m (where a bath is provided) and should have 1sq.m built in storage. The units currently proposed would range between 29 sq.m and 34 sq.m. This is below the standards for fully self-contained flats. However, given the nature of the proposed use, the communal living areas provided, and the regularly shaped layouts of the proposed units, on balance, the size of the proposed units are considered to acceptably serve the needs of future occupiers.

- 6.37 It is noted that point e. of DMD 15 requires that developments of this nature should be adaptable to change. They should meet the needs of the specific client groups but should also be flexible in case of a decline in demand. It is considered that the building as proposed, due to the limited size of the individual units, would not be suitable to immediate conversion to fully self-contained flats. However, subject to internal modification which would include the reduction in the number of individual units and the removal of communal areas it would be possible to convert the building to self-contained flats.

Amenity Space

- 6.38 There are no standards as to the required level of amenity space for this type of accommodation. However, minimum standards for self-contained flats are set out in DMD 9 of the Development Management Document (DMD). This policy requires that each 1 person flat should have 4 sq.m of private amenity space.
- 6.39 In this case, no private amenity space is proposed. However, the large rear garden would be available for use by residents' which is considered acceptable.

Access to nearby infrastructure and public services

- 6.40 Part F of policy DMD 15 requires that new developments of this nature should be well located so that it is easily accessible to existing local community facilities, infrastructure and services, such as public transport, health services, retail centres, recreation and leisure opportunities.

- 6.41 It is considered that the subject site is located in a predominantly residential area. The PTAL of the site is 2 which suggests relatively poor access to public transport. The applicant has provided a justification statement to demonstrate the facilities which would be available to residents' in close proximity to the site. These include:

- Public Transport: It is approximately 600m from Gordon Hill Railway station to the north. The W9 bus route also runs along Holtwhites Hill and stops at the junction of Drapers Road approximately 140m from the site. This route connects the site with Enfield Chase and Enfield Town. Additional bus services also run close to the site along Lavender Hill and The Ridgway.
- Amenity: Enfield Lawn Tennis Club (approximately 320m); Our Lady of Walsingham & the English Martyrs Catholic Church (approximately 320m); there are 2 convenience shops adjacent to Gordon Hill Station (approximately 600m); Holtwhites Sports & Social Club (approximately 800m); Enfield Chess Club (approximately 800m); Local shops of Enfield Chase (approximately 950m); Hilly Fields Park (approximately 1.1km).
- In addition, the Applicant would be able to provide access to the following 'drop-in' facilities within his Day Care Centre at Buckworth Court on Holtwhites Hill (approximately 950m):
 - a. Hydro therapy pool;
 - b. 3 sensory rooms;
 - c. Artificial lawn play area;
 - d. Cinema;
 - e. Arts and craft sessions; and
 - f. Computer sessions.

- Services: BMI The Cavell Hospital Middlesex (approximately 320m); Chase Farm Hospital (approximately 500m); 2 Dental Practises (approximately 640m); 5 GP Practises (within 1 mile); 5 Opticians (within 1 mile); A short bus journey from local community facilities and Enfield Central Library.

6.42 Having regard to these identified facilities, it is considered that the proposed site, whilst not having immediate access to a wide range of services, would be able to access a wide range of opportunities within the wider area which would adequately serve the needs of future residents.

Traffic Generation/Parking and Highway safety

- 6.43 Policy 6.3 of the London Plan is relevant in “assessing the effects of development on transport capacity”. This policy seeks to ensure that impacts of transport capacity and the transport network are fully assessed and that the development proposal should not adversely affect safety on the transport network. In addition, Core Policies CP24 and 25 and DMD policies 45, 46 and 47 are also relevant. Paragraph 32 of the National Planning Policy Framework is also applicable and advises that all developments that generate significant amounts of movement should be supported by a Transport Statement/ Assessment. The proposal falls outside the Travel Plan Statement requirement criteria as it is fewer than 50 units.
- 6.44 The Council's Traffic and Transportation department have provided comments on this application and have not raised any objections to it. The proposal will involve the provision of 6 car parking spaces on site which will all be allocated for staff use. The new parking layout includes a new vehicle access and the vehicle tracking confirms that vehicles can access and egress the site in a forward gear. In addition, the council is keen to ensure an appropriate treatment of the area to the front of the building (landscaping, etc) and this level of parking allows for this to be achieved.
- 6.45 Residents', due to the nature of the client group, would not own their own cars and therefore do not require any parking spaces. Visitors would park on-street which is acceptable as the site is not located within a Controlled parking Zone (CPZ). Traffic and Transportation advise that, due to the nature of the proposed use, visitors would mainly be expected in the daytime, so the use isn't going to prejudice existing provision for residents. In addition, they advise that based on their experience at similar sites, visitor numbers would be low especially as only 11 residents are proposed.
- 6.46 Minibuses would be used to transport residents to and from the site. These would usually involve one pick up and one drop off a day. The minibus would stop on the road and would not require access to the site. Traffic and Transportation have advised that this would be acceptable.
- 6.47 In light of the above the proposed development is considered acceptable from a Traffic and Transportation point of view. Servicing can take place on street or off street, without any highway safety concerns. Cycle parking has been provided and is acceptable.

Sustainable Design and Construction

- 6.48 The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction is required for new residential units. No energy statement has been submitted with this application but this can be required by condition.
- 6.49 In addition, water efficiency measures will need to be provided. Submitted details will need to demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. This will be required by condition.

Sustainable Urban Drainage (SUDs)

- 6.50 According to DMD 61, all developments must maximise the use of, and where possible retrofit, sustainable urban drainage systems (SUDS).
- 6.51 The proposed development must incorporate a sustainable urban drainage system in accordance with the quality and quantity requirements set out in the London Plan Drainage Hierarchy and the Development Management Document. The post-development runoff rate must be lower than the pre-development runoff rate and achieve greenfield runoff rates if possible.
- 6.52 The sustainable urban drainage strategy should include:
- A site plan.
 - A layout plan.
 - A topographical plan of the area with contours and overland flow routes together with details of what happens in exceedance events.
 - The footprint of the area being drained, including all buildings and parking areas.
 - Greenfield Runoff Rates for a 1 in 1yr event and a 1 in 100yr event plus climate change.
 - Storage volume.
 - Controlled discharge rate.
- 6.53 This will be required by condition.

Section 106 Agreement

- 6.54 The proposed application is for a C2 use and therefore there is no requirement to make a contribution towards S106.

Community Infrastructure Levy

- 6.55 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure.
- 6.56 The current proposal has a net gain in additional floorspace of 253.58sq.m (492.58-239.00). The contribution required is therefore:

$$253.58\text{sqm} \times £20 \times 272 / 223 = 6185.99$$

Enfield CIL

- 6.57 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The applicable CIL rate is £60 per square metre (Intermediate rate) together with a monthly indexation figure.
- 6.58 Enfield CIL is £18, 557.96
- 6.59 These figures are liable to change when the CIL liability notice is issued.

7.0 Conclusion

- 7.1 The proposed development would result in the creation of a well-designed purpose-built supported living facility, the principle of which is consistent with the Council's Development Plan policies and supported by the Council's Adult and Social Care department. Whilst it is acknowledged that the proposed development could lead to a greater impact upon the amenities of neighbouring occupiers, and in particular to the occupiers of the adjacent property at number 37 Drapers Road, on balance, it is considered that the benefits that would result from the new building would outweigh the harm caused.

8.0 Recommendation

- 8.1 That planning permission be GRANTED subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (As Amended) the development shall only be used as supported living accommodation within Use Class C2 and for no other purpose whatsoever without express planning permission first being obtained.

Reason: In the interests of residential amenity and car parking and highway safety.

3. The development hereby permitted shall be occupied by no more than 11 residents and 5 members of staff at any one time.

Reason

To minimize the impact of the development on the occupiers of neighbouring properties and to ensure car parking provision complies with the Council's adopted standards.

4. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

5. 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. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure that the development does not prejudice highway

6. The development shall not commence until details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

7. The parking area(s) forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

8. The development shall not be occupied until all redundant points of access to the site have been closed and the footway reinstated, and the new centrally located vehicular access has been constructed. The works shall be carried out at the developers expense.

Reason: To confine vehicle movements to the permitted points of access, to enable additional kerb-side parking to the roadway and to improve the condition of the adjacent footway

9. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

10. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

11. The development shall not be occupied until details of the siting and design of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied.

Reason: In the interests of amenity and the recycling of waste materials in support of the

Boroughs waste reduction target.

12. The glazing to be installed in the flank elevations and roofslopes of the development shall be in obscured glass and fixed shut to a height of 1.7m above the floor level of the room to which they relate. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

13. No development shall take place until a Sustainable Drainage Strategy has been submitted and approved by the Local Planning Authority.

A Sustainable Drainage Strategy must include the following information, and must conform to the landscaping strategy:

- a. A plan of the existing site
- b. A topographical plan of the area
- c. Plans and drawings of the proposed site layout identifying the footprint of the area being drained (including all buildings, access roads and car parks)
- d. The controlled discharge rate for a 1 in 1 year event and a 1 in 100 year event (with an allowance for climate change), this should be based on the estimated greenfield runoff rate
- e. The proposed storage volume
- f. Information (specifications, sections, and other relevant details) on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan and the principles of a SuDS Management Train
- g. Geological information including borehole logs, depth to water table and/or infiltration test results
- h. Details of overland flow routes for exceedance events
- i. A management plan for future maintenance

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 and to ensure implementation and adequate maintenance.

14. Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

15. The development shall not commence until an 'Energy Statement' has been submitted to and approved by the Local Planning Authority. The details must demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO₂ emissions arising from the operation of the development and its services over Part L of the 2013 Building Regulations. The Energy Statement should outline how the reductions are achieved through the application of the following energy hierarchy, with each tier utilised fully before a lower tier is employed:

- a. Fabric Energy Efficiency performance (inclusive of the use of energy efficient fittings) and the benefits of passive design;

- b. The potential to connect to existing or proposed decentralised energy networks; and
- c. Demonstrating the feasibility and use of zero and low carbon technology.

Unless otherwise required by any other condition attached, the development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met.

16. Having regard to Condition 15 of this permission ('Energy Efficiency'), where it is demonstrated that it is feasible to employ low and zero carbon technologies, details of the selected technology / technologies shall be submitted to and approved in writing by the Local Planning Authority. Details shall be inclusive of:
 - a. Any machinery/apparatus location, specification and operational details;
 - b. A management plan and maintenance strategy/schedule for the operation of the technologies; and
 - c. A servicing plan including times, location, frequency, method.

The renewable low and zero carbon technologies shall be installed in accordance with the approved details and operational prior to the first occupation of the development approved and shall be maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with adopted policy.

17. Before development commences details of the proposed green roof shown on drawing DRAP/16/P/06A shall be submitted to and approved in writing by the Local Planning Authority. The Green Roof shall be installed in accordance with the approved details.

Reason To ensure a satisfactory appearance and in the interests of Sustainable Development.

18. The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.

Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

19. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

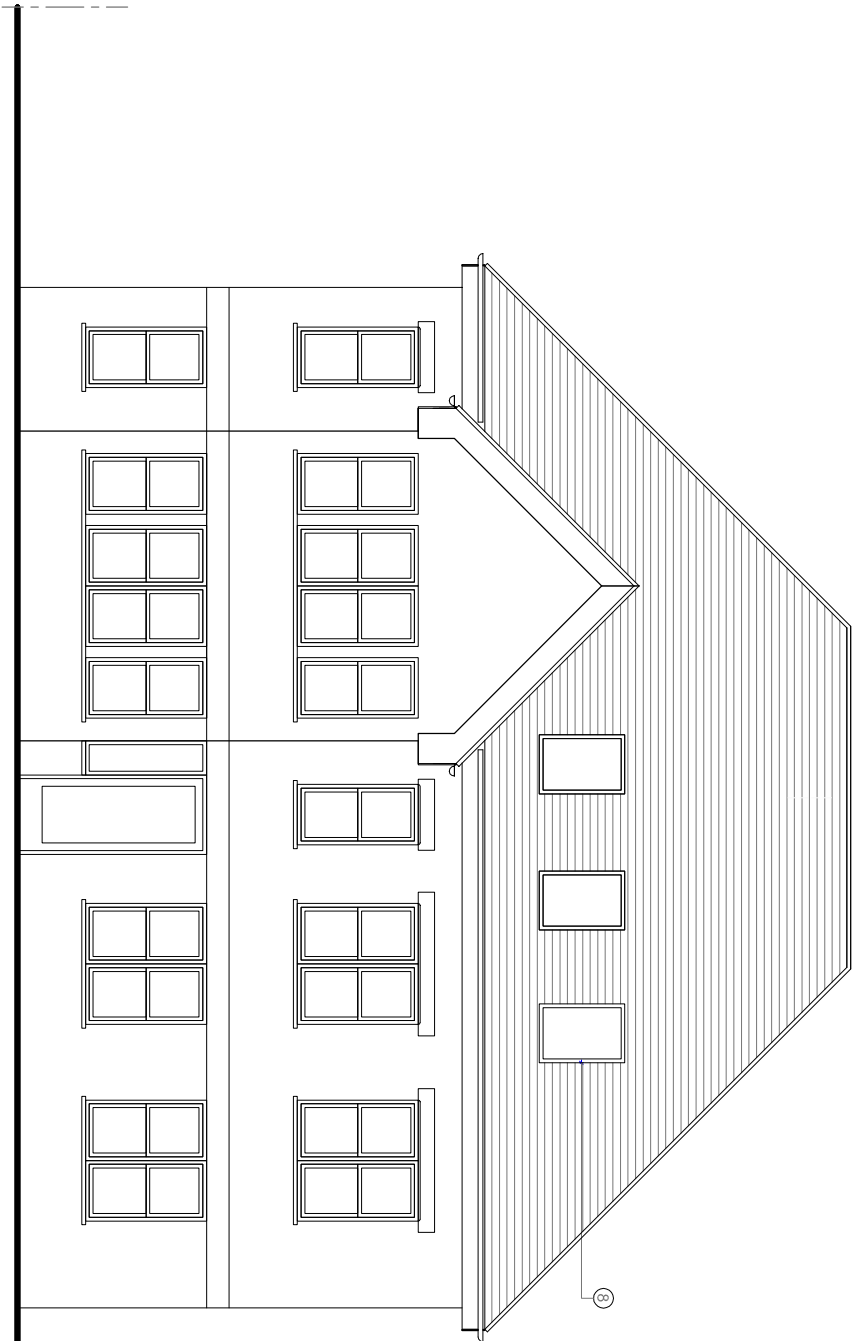
Directive

- . The construction of the vehicular access and the reinstatement of the existing access involve work to the public highway and this can only be undertaken by the Council's

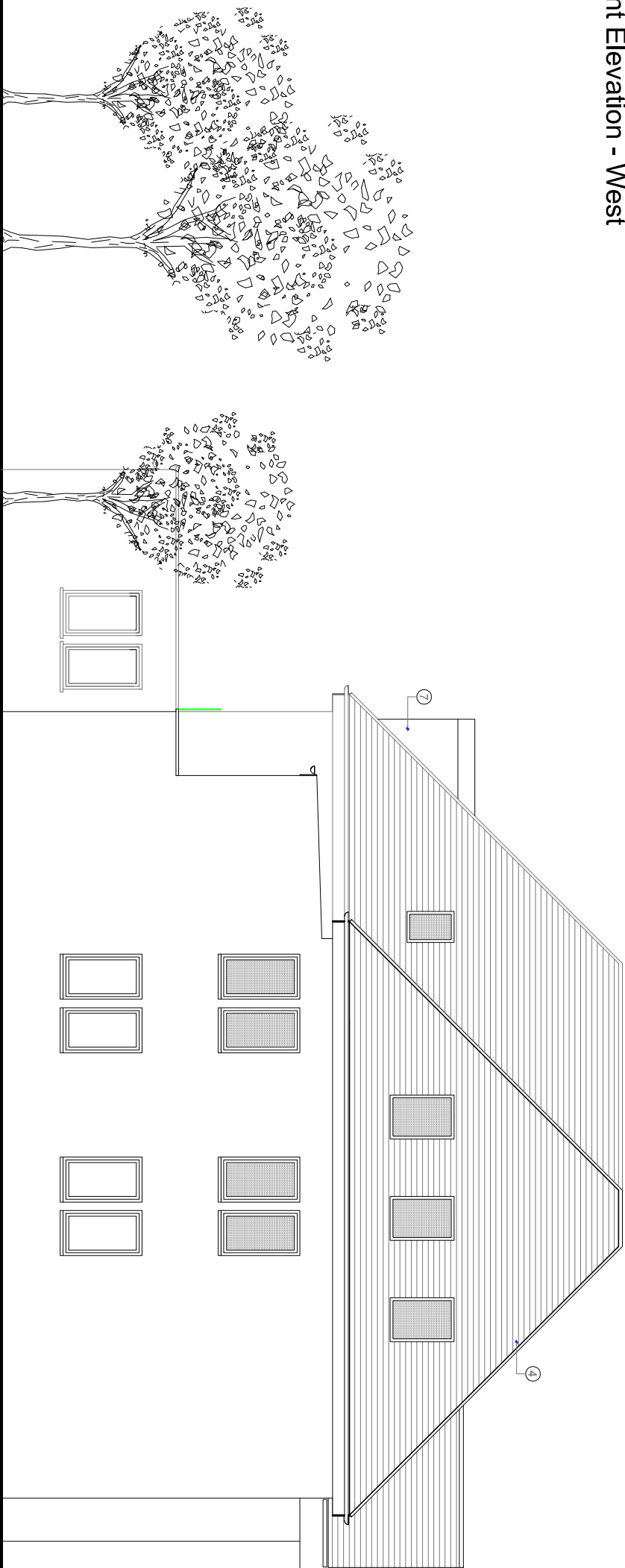
Highway Services team, who should be contacted on the footway crossing helpdesk (020 8379 2211) as soon as possible so that the required works can be programmed

LEGEND

1. Stone Coloured Cill & Lintel;
2. Dark Grey Aluminium Windows/ Doors;
3. Glass;
4. Slate Tiles;
5. Red Bricks;
6. 1.8m high timber privacy screen;
7. Lead sheet to cheeks;
8. Roof-lights;



Proposed Front Elevation - West
Scale 1:100



Obscure glazing to side facing first
floor windows to bathrooms + kitchens

Proposed Side Elevation - North
Scale 1:100

Andreas + Buxton Associates
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Rev	Date
Planning	
Application	

Project	Job Title
39 Drapers Road Enfield EN2 8LU	Demonition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in the roof space to provide supported living accommodation;

Drawing Title
Proposed Elevations

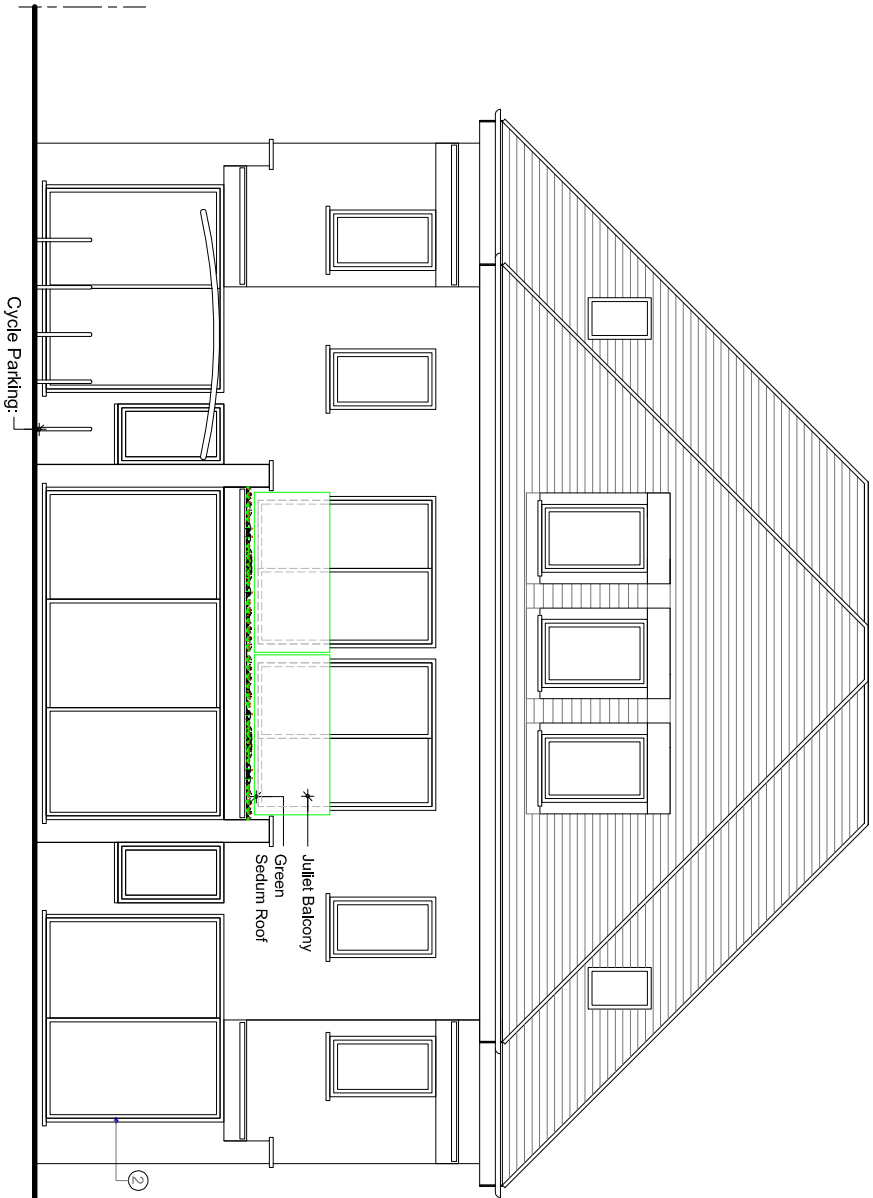
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08.05.16	1:100 @ A3

Dwg. No.
Drap/16/P/08

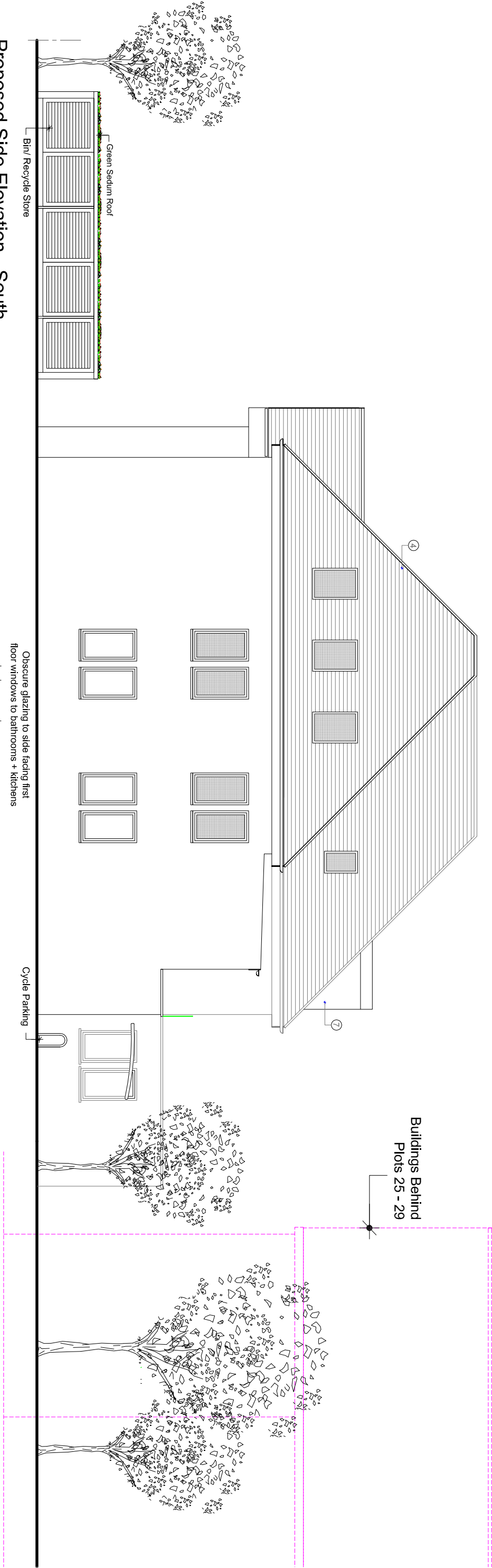
Rev.
A

LEGEND

1. Stone Coloured Cill & Lintel;
2. Dark Grey Aluminium Windows/ Doors;
3. Glass;
4. Slate Tiles;
5. Red Bricks;
6. 1.8m high timber privacy screen;
7. Lead sheet to cheeks;
8. Roof-lights;



Proposed Rear Elevation - East
Scale 1:100



Proposed Side Elevation - South
Scale 1:100

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Rev Date
Planning Application

Project
39 Drapers Road
Enfield EN2 8LU

Job Title
Demolition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in the roof space to provide supported living accommodation;

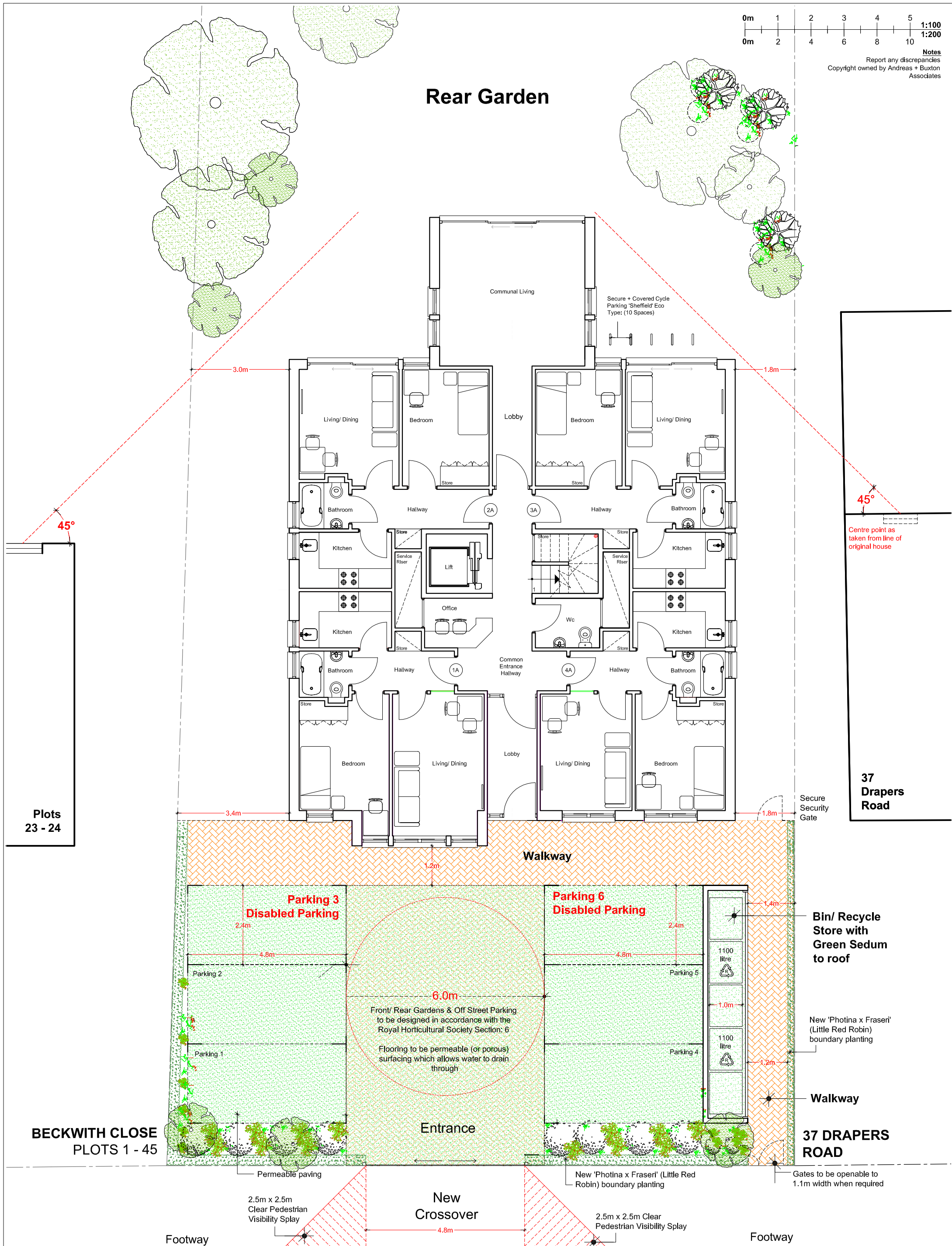
Drawing Title
Proposed Elevations

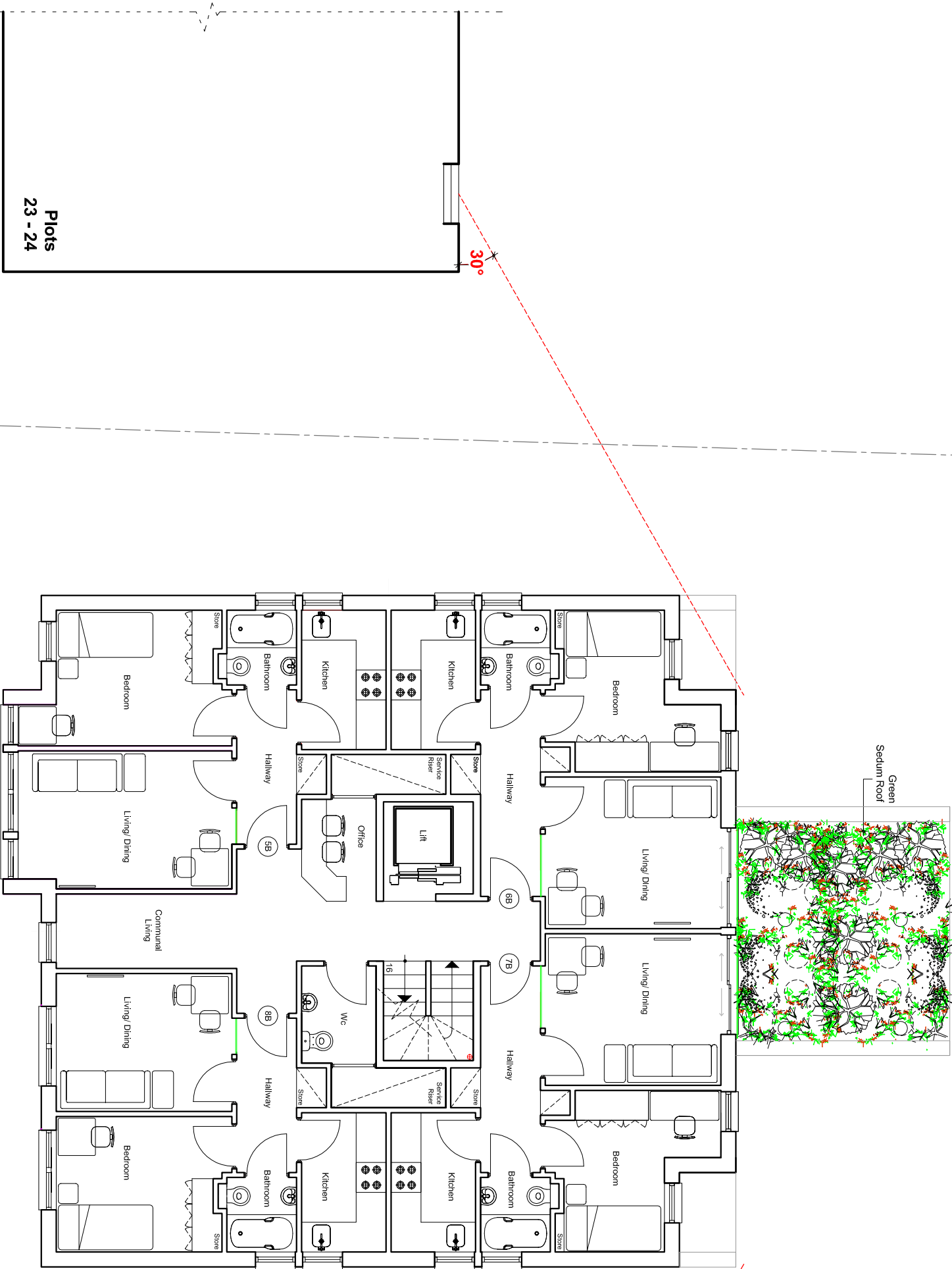
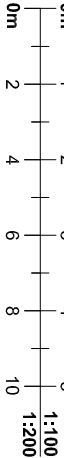
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Dwg. No.
Drp/16/P/09

Rev.
A





Plots
23 - 24

Proposed First Floor Plan
Scale 1:100



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Rev / Date
Planning Application

Project
39 Drapers Road
Enfield EN2 8LU

Job Title
Demolition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in the roof space to provide supported living accommodation:

Drawing Title
Proposed First Floor Plan

Date
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Dwg. No.
Drap/16/P/06

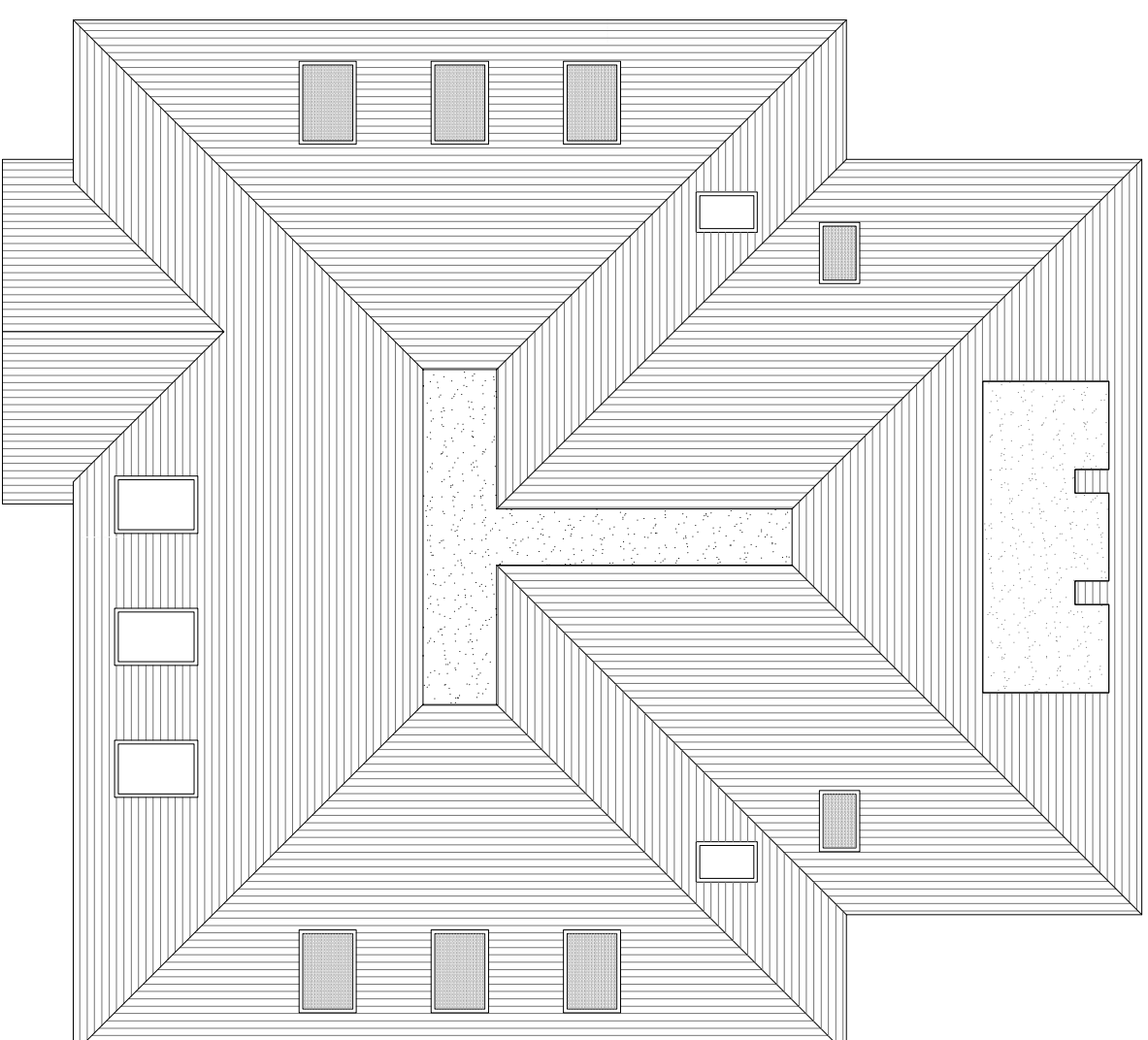
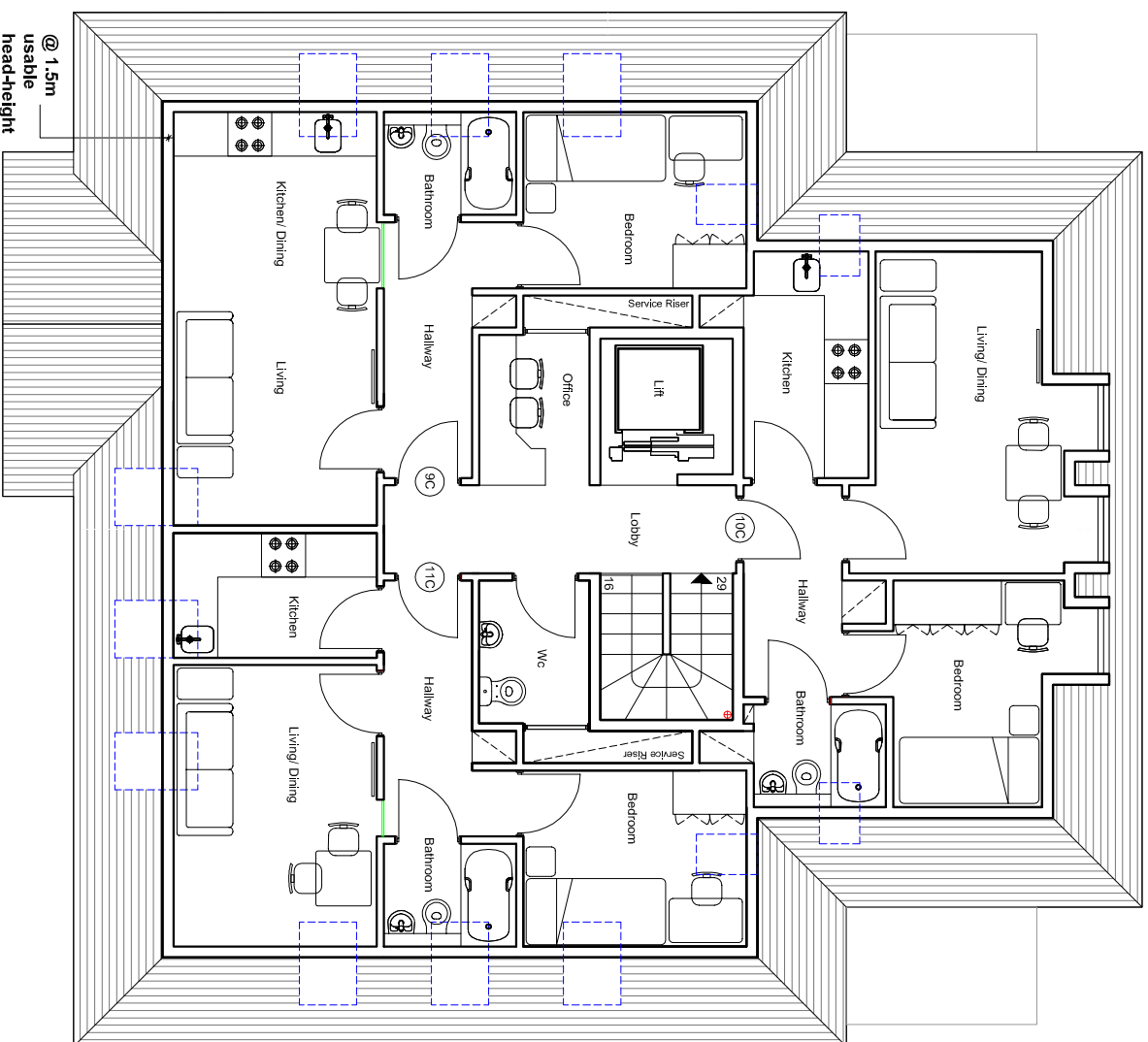
Rev.
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37
Drapers
Road

30°
Taken from
centre of window
of nearest
habitable room

30°

To Bedroom



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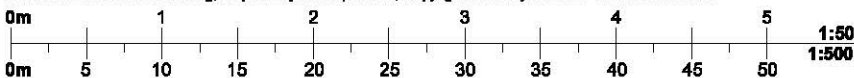
Planning Application	Rev.	Date	Project 39 Drapers Road Enfield EN2 8LU	Job Title Demolition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in the roof space to provide supported living accommodation;	Drawing Title Proposed Floor Plans	Date 08.05.16	Scale: 1:100 @ A3	Dwg. No.	Rev.
								Drp/16/07	A



Proposed Site Plan (Scale 1:500)



Notes
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Rev. Date
Planning Application

Project
39 Drapers Road
Enfield EN2 8LU

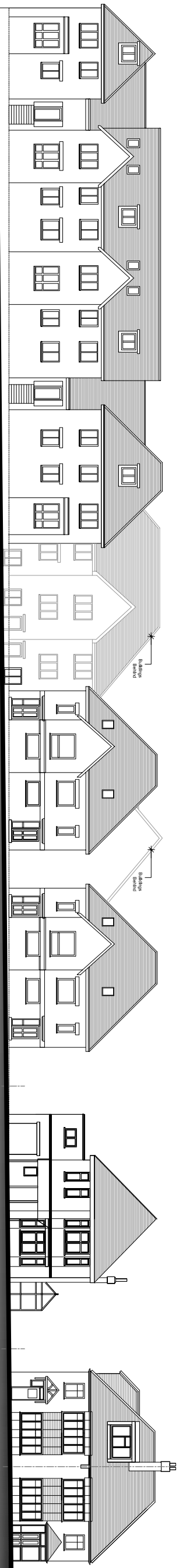
Job Title
Demolition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in the roof space to provide supported living accommodation;

Drawing Title
Proposed Site Plan

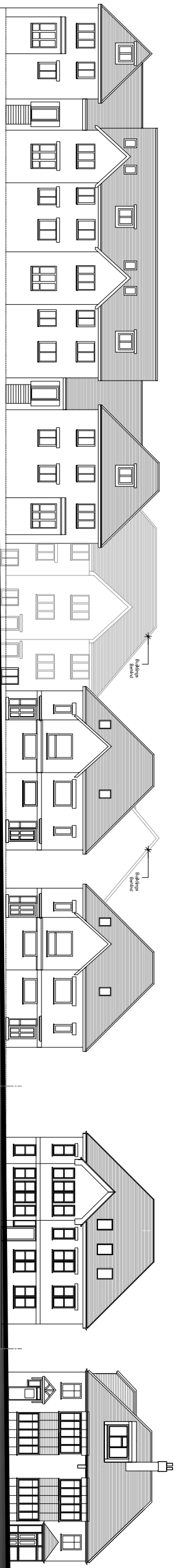
Date
08.05.16
Scale:
1:500 @ A3

Drg. No.
Drap/14/P03

Rev.



Existing Drapers Road Elevation NTS



Proposed Drapers Road Elevation NTS

Proposed Front Elevation - West
Scale 1:100

Proposed Site

Proposed Site

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 t: 020 8371 6625 e: andreas@3@me.com

Planning Application	Rev	
	Date	
Project 39 Drapers Road Enfield EN2 8LU	Job Title Demolition of existing house and erection of a detached 2-storey building fronting Drapers Road with accommodation in the roof space to provide supported living accommodation;	Drawing Title Existing & Proposed Front Elevation to Drapers Road
	Date 08.05.16	Scale: NTS
	Dwg. No. Drp/16/P/04	Rev.