

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27 June 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Andy Bates
Kate Perry Tel: 0208 379 3853

Ward: Town

Ref: 16/03643/FUL

Category: Minor

LOCATION: 1 Bodiam Close And 1 -3 Pevensey Avenue

PROPOSAL: Demolition of the existing buildings and erection of a detached 3-storey building fronting both Bodiam Close and Pevensey Avenue to accommodate a day care centre at ground floor level, for up to 10 adults with learning and physical disabilities (Class D1), with supported living accommodation for up to 14 residents with learning and physical disabilities (Class C2) at ground, first and second floor levels; alterations to vehicular access and provision of associated car parking to the front, cycle parking and refuse/recycle storage.

Applicant Name & Address:

Mr Savvas Michael
Buckworth Court
Holtwhites Hill
Enfield
EN2 0RR

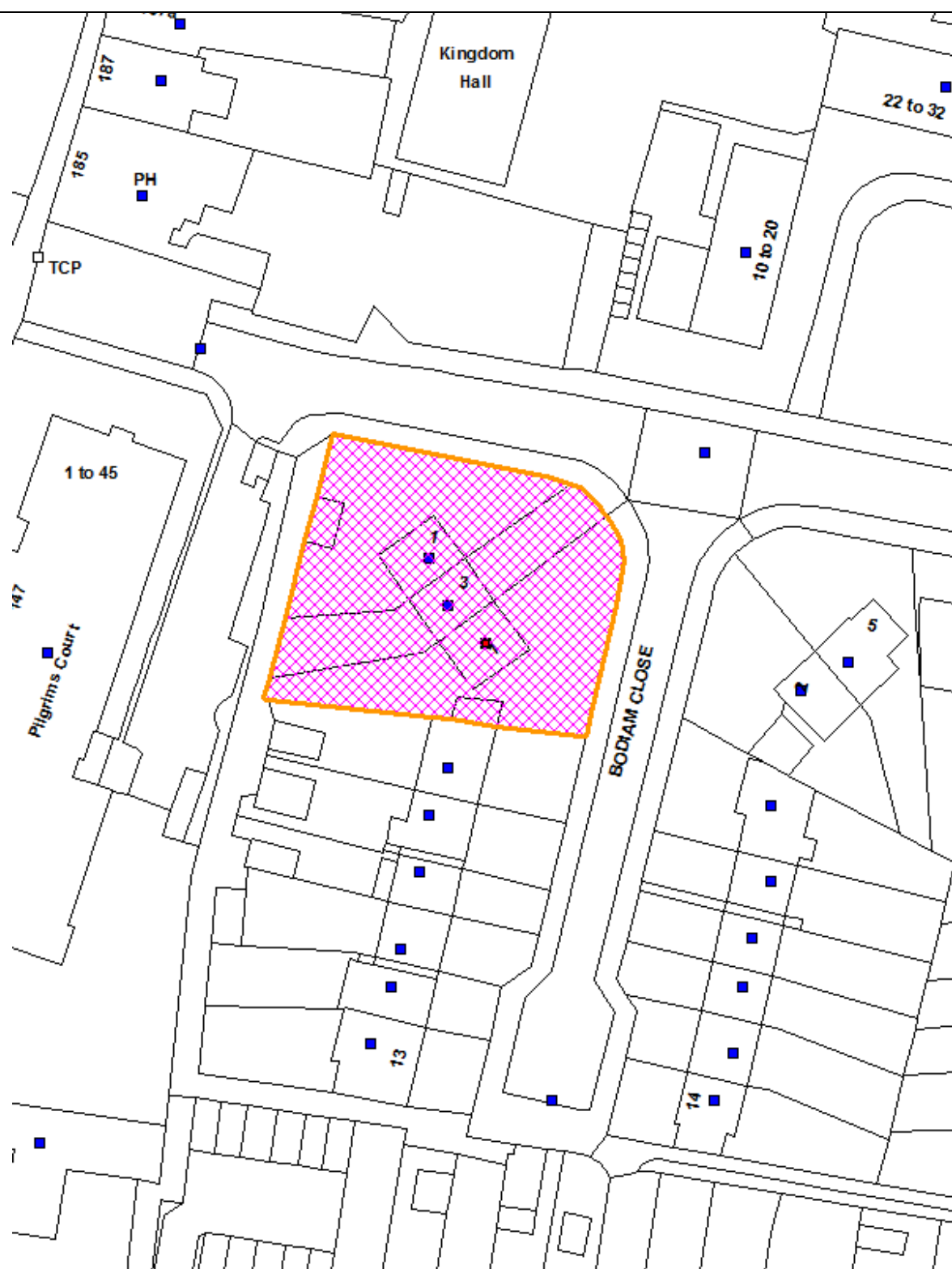
Agent Name & Address:

Mrs Carolyn Apcar
Apcar Smith Planning
Kinetic House
Theobald Street
Borehamwood
WD6 4PJ

RECOMMENDATION: The proposal is therefore recommended for **REFUSAL**

Note for Members: This application is brought before the planning committee at the request of Councillor George Savva.

Ref: 16/03643/FUL LOCATION: 1 Bodiam Close And 1 -3 Pevensey Avenue, Enfield, EN1 3HZ



1. Site and Surroundings

- 1.1 The application site is located at the junction of Pevensey Avenue and Bodiam Close. It has a frontage to Pevensey Avenue of 32m and a frontage to Bodiam Close of 26m, with the boundary at the junction being curved to follow the back edge of the pavement. The site has an overall area of approximately 890sqm.
- 1.2 The site currently contains a run of three terraced, two storey, hipped roof properties, originally constructed as single family houses. They face, at an angle, on to the junction of Pevensey Avenue and Bodiam Close rather than fronting either of the roads. There is a garage within the plot of 1 Pevensey Avenue adjacent to the western boundary of the site. 3 Pevensey Avenue has a single storey rear extension. 1 Bodiam Close has a single storey rear extension and a two storey side extension which is built at an angle to the original property and follows the main Bodiam Close building line. The neighbouring property on Bodiam Close has a flat roof two storey side extension adjacent to the application site.
- 1.3 The existing premises on the site provide supported living accommodation for 7 residents (in total). The occupants currently live in each of the properties as a single household within Class C3.
- 1.4 Each of the three properties has off-street parking and a vehicle cross-over.
- 1.5 The surrounding area comprises a mix of two storey housing (two storey terraced and semi-detached housing being found on Bodiam Close and the southern side of Pevensey Avenue) and, on the northern side of Pevensey Avenue to the east, three storey blocks of flats. Immediately opposite the site on the northern side of Pevensey Avenue is a Jehovah's Witness Kingdom Hall with car park, to the west of which is the car park for The Wheatsheaf Public House (the public house itself fronts Baker Street). Between the rear of the public house building and its car park is its external seating and garden area. On the southern side of the junction of Baker Street and Pevensey Avenue to the west of the application site, is a double pitched roof three storey block of flats (known as Pilgrims Court) with its car park to the rear accessed from Pevensey Avenue. This fronts Baker Street.
- 1.6 The site does not contain a Listed Building and is not located within a Conservation Area.

2. Proposal

- 2.1 The applicant proposes the demolition of the existing building and the erection of a detached 3-storey building fronting both Bodiam Close and Pevensey Avenue to provide a day care centre at ground floor level, for adults with learning and physical disabilities (Class D1), and supported living accommodation for up to 14 residents with learning and physical disabilities (Class C2) at ground, first and second floor levels.
- 2.2 The day care centre will provide for 10 adults and will be open between the hours

of 09:30 and 16:00 Mondays to Fridays. The submitted Planning Statement advises that attendance, including the length of visits, is governed by a pre-arranged programme. The day care centre would not operate as an ad-hoc drop in centre.

- 2.3 Clients to the day care centre (who are not resident within the building) will travel to and from the premises by mini bus.
- 2.4 The proposals include 6 car parking spaces, including 1 disabled space, and would utilise a carriage driveway type egress access arrangement. As a result of their disabilities the residents of the supported living accommodation and those using the day care centre are not car drivers. Parking is intended for staff use.
- 2.5 10 cycle parking spaces are proposed.
- 2.6 There will be 11 members of staff in total – there will be a maximum of 4 staff operating the day care centre and 7 staff for the supported living. As residents' will leave the site during the day for various reasons the number of staff on site at any one time will vary depending on the activities of the residents'.

3. Relevant Planning Decisions

3.1 15/04907/FUL

Demolition of the existing buildings and erection of a detached 3-storey building fronting both Bodiam Close and Pevensy Avenue to provide 2 x day care centres at ground floor level, for up to 20 adults with learning and physical disabilities (D1) with supported living accommodation for up to 13 residents with learning and physical disabilities at first and second floor, alterations to vehicular access and provision of associated car parking to the front - Withdrawn 8.6.2016

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transportation

No objections:

- The proposed development is unlikely to generate a high number of vehicle trips due to the nature of the use and the fact that the occupants are unlikely to drive;
- The managers and staff vehicles can be accommodated on the proposed six new spaces, and any visitors can park on street; and
- Servicing can take place as existing i.e. on street;
- A condition is needed to ensure the redundant access will be reinstated,

and also a condition for refuse is required;

- The new access is acceptable but should be controlled by informative as it will have to be constructed by LBE Highways; and
- Ten cycle parking stands are provided therefore no condition is required.

4.1.2 Health and Adult Social Care

No objection and are supportive of the proposed development.

4.1.3 Environmental Health

No objections.

4.1.4 Urban Design Officer

Objects due to the scale and massing of the development and the failure to respect surrounding setting and context.

4.2 **Public**

4.2.1 67 neighbouring occupiers were notified in respect of the proposal. There have been 2 rounds of consultation: the first between 16.8.2016 and 6.9.2016 and the second between 30.3.2017 and 13.4.2017 which occurred due to the submission of revised plans. 3 neighbouring occupiers have raised objection to the proposed development. The following objections have been received (in summary):

- The proposal represents a commercial business encroaching in to a domestic area which will lead to excess noise and traffic;
- Off street car parking in inadequate;
- The development will destroy existing local architecture which is in keeping with the surrounding area and will result in the erection of a modern, badly designed, and aesthetically unpleasant building;
- Too close to neighbours;
- The noise, dust and general disturbance during demolition and construction will be unacceptable;
- Current residents are noisy including during unsocial hours;
- The development will lead to health problems for nearby neighbours;
- The development will bring unprecedented number of people and vehicles to the quiet road;
- Will increase pollution;
- Staff will be coming and going throughout the day and night detrimental to neighbours' amenity; and
- Existing residents' already throw objects over the neighbours fence- this is only likely to get worse with an increase in numbers.

5. 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

5.3 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

5.4 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. **Analysis**

6.1 DMD 15 (Specialist Housing Needs) requires that development proposals for specialist forms of housing will 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

6.2 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.

6.3 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.

6.4 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.

6.5 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.

6.6 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.

6.7 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).

6.8 In addition, the properties as existing are already used as supported living accommodation and therefore the development would not result in the loss of a

single family dwelling.

- 6.9 The day care element of the proposal is also considered acceptable in principle as an element associated with the assisted living model.
- 6.10 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

- 6.11 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.
- 6.12 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.
- 6.13 Having regard to this policy context, it is considered that the proposed development, due to its proposed scale, massing, siting and poor design, would not respond appropriately to the local context and would have a detrimental impact on the street scene and the character of the wider area.
- 6.14 It is considered that the proposed building has been designed to reflect in scale the existing 3 storey development in Penvensey Avenue and the larger buildings fronting Baker Street. However, it does not respond appropriately to the existing lower density terraced and semi-detached properties in Bodiam Close and the properties on the southern side of Penvensey Avenue. There is a very uniform rhythm to these existing properties in terms of the layout of the built form and the current proposal would significantly disrupt this established rhythm. Furthermore, the detailed design, such as the angle and height of the hipped roof and the fenestration detail, does not relate to the nearest neighbouring properties in Bodiam Close.

- 6.15 The Council's Urban Design Officer has expressed concern about the proposal advising that the design is poor and that the development does not address the corner appropriately. He has also commented that the site sits within a residential area, characterised by properties set back behind generous front gardens that provide a green character to the street and suggest a lower suburban density of development. As currently proposed, both the parking arrangements to Bodiam Close and the position of the building close to the back of pavement along Penvensey Avenue adversely impact on the green frontage to the site, at odds with the established character. The front of the site will be dominated by car parking which will be detrimental to the character of the area as a whole. It is noted that 'Sustainable Car parking' is proposed. However, this is not considered to compensate for the lack of actual soft landscaping and car parking will still dominate the front portion of the site.
- 6.16 Furthermore, the Penvensey Avenue elevation will dominate the streetscene. It would be sited forward of the existing side building line of properties in Baker Street and in front of the front building lines of the existing dwellings on the southern side of Penvensey Avenue. The development therefore would appear overly dominant in the street scene and would not relate to the existing pattern of development.
- 6.17 Overall, it is considered that the development, by reason of its scale, massing, siting poor design and lack of scope for the provision of soft landscaping, would represent a visually intrusive and out keeping form of development which would have a detrimental impact on the established character of the immediate area and would represent a physical overdevelopment of the site. The proposal is therefore contrary to London Plan policies 7.1 and 7.4, Core Policy 30 of the Core Strategy, Development Management Document policies 6, 8, 15 and 37 and the advice contained within the National Planning Policy Framework.

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 site lies to the east (rear) of Baker Street where a higher density and more mixed pattern of development is evident. However, this higher density development is concentrated on Baker Street and does extend to Bodiam Close which comprises lower density suburban residential development to the rear of the primary Baker Street frontage.
- 6.19 The subject site comprises a run of three terraced properties, all of which are used as supported living accommodation. There are currently 7 residents across the 3 properties. However, the applicant has pointed out that if utilised to their full potential under permitted development up to 18 people could reside across the 3 existing properties.
- 6.20 The current proposal would provide for 14 units of self-contained supported living

accommodation as well as a day care centre for up to 10 people (D1). There would be up to 11 members of staff.

- 6.21 This is a significantly greater intensity of use than existing and would also result in more people using the site than could be achieved under permitted development. When the day centre is in operation between 9:30 and 16:00 up to 35 people including residents, users of the centre and staff could be on the site at any one time and, whilst this is a 'worst case scenario', consideration must be given to any potential impacts.
- 6.22 In light of the above, this development will generate additional activity, movements (on and to and from the site) and noise, particularly in the rear garden and through open windows, which will undoubtedly have an adverse impact of the residential amenities of neighbouring residential occupiers.
- 6.23 Whilst it is recognised that the site is capable of accommodating greater numbers (18 residents' could be achieved under permitted development) it is considered that the intensity of use currently proposed would have an unacceptably adverse impact on the residential amenities of neighbours given the position of the site in an established residential area.
- 6.24 It is noted that Environmental Health have not objected to the proposal. However, they advise that they can only deal with statutory nuisance for which there is a higher threshold. A development can have an adverse impact on residential amenity in planning terms and Environmental Health will not always object. A planning assessment still needs to be made.
- 6.25 Overall, it is considered that the development will result in an over-intensive use of the site which will lead to an unacceptable increase in activity, noise and general disturbance associated with the proposed level of occupation which would detract from the residential character and amenities enjoyed by the occupants of the neighbouring residential properties. This proposal is therefore contrary to London Plan policy 3.5, Policies CP30 and CP32 of the Core Strategy, and Development Management Document policies 6, 8 and 37.

Built Form

- 6.26 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.
- 6.27 Given the scale, siting and design of the proposed new building, the dwelling to be most affected by this proposal is the immediately neighbouring property at number 3 Bodiam Close and the existing 1st and second floor flats fronting Baker Street. Number 3 Bodiam Close has an existing 2 storey flat roof side extension

which extends up to the common boundary with the subject site. The new building would maintain a distance of a minimum of 3.7m to the common boundary with the nearest neighbouring residential property. This is considered to provide sufficient space between the 2 properties and to prevent the new building being overly dominant. Furthermore, the building has been designed so that it does not breach a 45 degree or 30 degree angle from the nearest rear facing windows at this property and therefore the development would not result in an unacceptable loss of light or outlook.

- 6.28 In terms of privacy, the proposed development includes windows in the southern elevation facing towards the common boundary with number 3 Bodiam Close. There would be habitable room windows over all 3 storeys facing the boundary. However, given the separation distance between the proposed windows and the garden (a minimum of c. 16m) this is not considered to result in unacceptable overlooking of the neighbouring garden.
- 6.29 In relation to the impact on existing flats in Baker Street (Pilgrims Court), the Council's distancing standards, set out in DMD 10, are relevant. The standards advise that there should be a minimum of 22m between facing habitable room windows at second floor level and at third storey a distance of 30m should be maintained. In this case the proposed development will extend closer to the rear boundary of the site than the existing building (1.3m are retained) and would have windows directly facing existing habitable room windows in the neighbouring flats. The distance between the existing and proposed windows would be approximately 16m at both first and second floor levels. This does not comply with the Council's distancing standards and the proposed development is likely to lead to an unacceptable loss of privacy for the nearest neighbouring occupiers to the west of the site.

Quality of accommodation

- 6.30 There is no 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.
- 6.31 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 and areas allocated solely for staff and for the operational needs of the building are provided. Furthermore, all habitable rooms have access to natural light and ventilation. It is noted that two of the loft units would only have access to rooflight windows. However, on balance this is considered acceptable.
- 6.32 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.

- 6.33 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.
- 6.34 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 34 sq.m and 41 sq.m and 12 of the units would not achieve a minimum of 39 sq.m. 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. Furthermore, residents would in many cases have arranged regular access to the ground floor day care centre which would further improve the quality of life and range of services available for residents’.
- 6.35 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

- 6.36 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.
- 6.37 In this case, no private amenity space is proposed. However, the rear garden would be available for use by residents’ which is considered acceptable.

Access to nearby infrastructure and public services

- 6.38 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.

- 6.39 The subject site is located in a predominantly residential area. The PTAL of the site is 1a 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:
- 6.40 Public Transport: Enfield Town station is located approximately 1km south of the site (12 minute walk). Enfield Town forms a service on the Overground line, which provides regular access to various locations across London. Gordon Hill station is located approximately 1.3km north west of the site (15 minute walk) and Enfield Chase station is located approximately 1.5km south west of the site (17 minute walk). Both these stations serve the Great Northern line, forming part of the Hertford Route, which runs from Letchworth Garden City to Moorgate.
- 6.41 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of the bus infrastructure within the area. The nearest bus stops to the site are within 200m. These bus stops are:
- Stop HH, Gordon Road' for services running towards Edmonton;
 - Stop H, Bell Road' for services running towards Edmonton; and
 - Stop N, Bell Road' for services towards Chase Farm Hospital.
- 6.42 The above bus stops are marked by bus cages on street, flag poles and shelters which provides seating and timetable information. Notwithstanding, there are further bus stops accessible within the recommended 2km walking distance of the site.
- 6.43 Amenity: The site is within walking distance of:
- Enfield Congregation of Jehovah's Witnesses (approximately 50m);
 - Grace Baptist Church (approximately 320m);
 - The Salvation Army (approximately 480m);
 - Holtwhites Sports & Social Club (approximately 1.2km);
 - Enfield Chess Club (approximately 1.0km);
 - Local shops of Baker Street including convenience stores, florists, & post office (approximately 150m);
 - Enfield Central City Learning Centre (approximately 640m);
 - Aldersbrook Avenue Recreation Centre (approximately 300m);
 - Hall Recreation Ground (approximately 300m);

6.44 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 1.0km):

- Hydro therapy pool;
- 3 sensory rooms;
- Artificial lawn play area;
- Cinema;
- Arts and craft sessions;
- Computer sessions;

6.45 Services: The site is within walking distance of:

- BMI The Cavell Hospital Middlesex (approximately 1 mile);
- Chase Farm Hospital (approximately 1.2 miles);
- 2 Dental Practises (approximately 320m);
- 6 GP Practises (within 0.6 mile);
- 7 Opticians (within 1 mile);
- A short bus journey from local community facilities and Enfield Central Library.

6.46 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

6.47 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 24 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.

6.48 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.

6.49 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.

- 6.50 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.
- 6.51 In light of the above the proposed development is considered acceptable from a Traffic and Transportation point of view. Servicing can take place without any highway safety concerns. Cycle parking has been provided and is acceptable.

Sustainable Design and Construction

- 6.52 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.
- 6.53 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)

- 6.54 According to DMD 61, all developments must maximise the use of, and where possible retrofit, sustainable urban drainage systems (SUDS).
- 6.55 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.
- 6.56 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; and
- Controlled discharge rate.

6.57 This will be required by condition.

Section 106 Agreement

6.58 The proposed application is for a C2 and D1 use and there is no requirement to make a contribution towards s106.

Community Infrastructure Levy

Mayoral CIL

6.59 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.

6.60 The current proposal has a net gain in additional floorspace of 527.43 sq.m (886.97 sq.m – 359.54 sq.m). The Mayoral CIL required would therefore be:

$$527.43\text{sqm} \times £20 \times 286/223 = £13, 528.70$$

Enfield CIL

6.61 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.

6.62 $527.43\text{sqm} \times 60 \times 286/274 = £33, 031.75$

6.63 These figures are liable to change when the CIL liability notice is issued.

7. Conclusion

7.1 The proposed development would be acceptable in principle as it would provide Supported Living accommodation and a day care centre which is consistent with the Council's Development Plan policies and supported by the Council's Adult and Social Care department. However, the proposed building by reason of its overall size, scale and siting would represent a visually obtrusive and out of keeping form of development which would be inappropriate in its context and out

of keeping with the pattern of immediately surrounding suburban development. Furthermore, it would represent an over-intensive use of the site and would result in an unacceptable loss of residential amenity for existing occupiers through, noise, general disturbance and loss of privacy.

8. Recommendation

8.1 The proposal is therefore recommended for refusal for the reasons given below:

1. The proposed development, by reason of its scale, massing, siting, poor design and lack of scope for the provision of soft landscaping, would represent a visually obtrusive and out keeping form of development which would have a detrimental impact on the established character of the immediate area and would represent a physical overdevelopment of the site. The proposal is therefore contrary to London Plan policies 7.1 and 7.4, Core Policy 30 of the Core Strategy, Development Management Document policies 6, 8, 15 and 37 and the advice contained within the National Planning Policy Framework.
2. The proposed development, by reason of the number of proposed residents, users and staff, will result in an over-intensive use of the site which will lead to an unacceptable increase in activity, noise and general disturbance associated with the proposed level of occupation which would detract from the residential character and amenities enjoyed by the occupants of the neighbouring residential properties. This proposal is therefore contrary to London Plan policy 3.5, Policies CP30 and CP32 of the Core Strategy, and Development Management Document policies 6 and 37.
3. The proposed development by reason of its siting and design would fail to retain adequate spacing between proposed first and second floor habitable room windows and existing habitable room windows in the rear elevation of the existing flats in Pilgrim Court (fronting Baker Street). No evidence has been submitted to demonstrate that the development would not have an adverse impact on privacy in this regard and therefore the development is contrary to Core Policy 30 of the Core Strategy and Development Management Document policies 8 and 11.

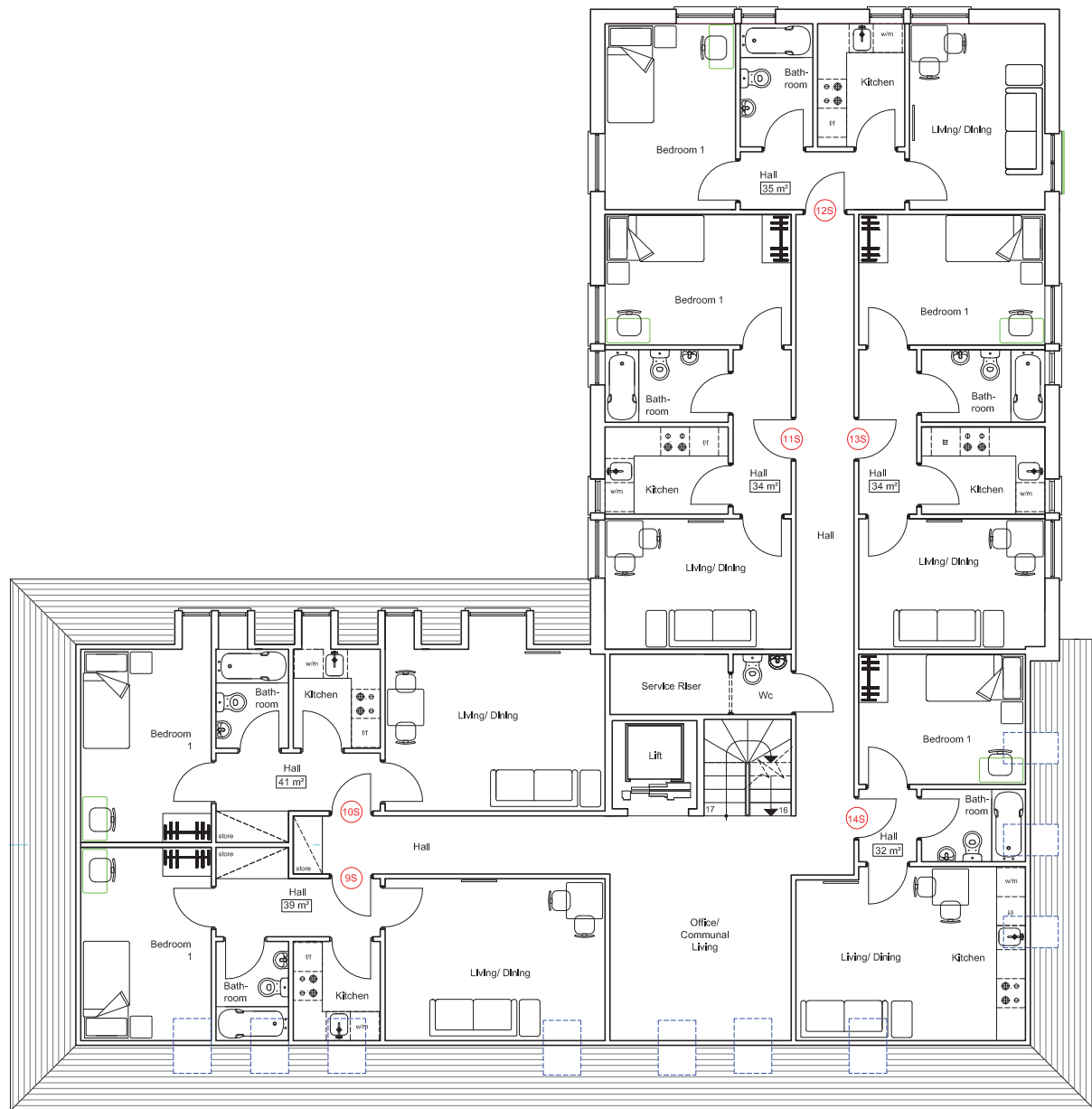


All levels related to Finished
Bodiam Close.

Value 20.000m (arbitrary)



Proposed First Floor Plan
Scale 1:100



Proposed Second Floor Plan
Scale 1:100



0m 1 2 3 4 5
0m 10 20 30 40 50
1:100
1:1250

Notes
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Rev	Date	Notes
A	10/01/2017	MB...

Project
1-3 Pevensey Avenue &
1 Bodiam Close Enfield EN1 3HZ

Job Title
Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey
Avenue to provide 1 day care centres at ground floor level with supported living accommodation above;

Drawing Title
Proposed First & Second
Floor Plans

Date
14.04.16

Scale:
1:100 @ A2

Dwg. No.
Bod/16/P/03

Rev.
B

LEGEND

1. Stone Coloured Cill & Lintel;
2. Dark Grey Aluminium Windows/ Doors;
3. Glass;
4. Slate Tiles;
5. Red Bricks;



No. 3 Bodiam Close

Proposed Front Elevation (Bodiam Close)- East
Scale 1:200

Pevensey Avenue

No's 10 to 20
Pevensey Avenue
(Purpose Built Flats)



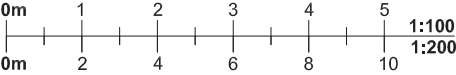
No's 10 to 20
Pevensey Avenue
(Purpose Built Flats)

Pevensey Avenue

Proposed Rear Elevation (Pevensey Avenue) - West
Scale 1:200

No. 3 Bodiam Close

Notes
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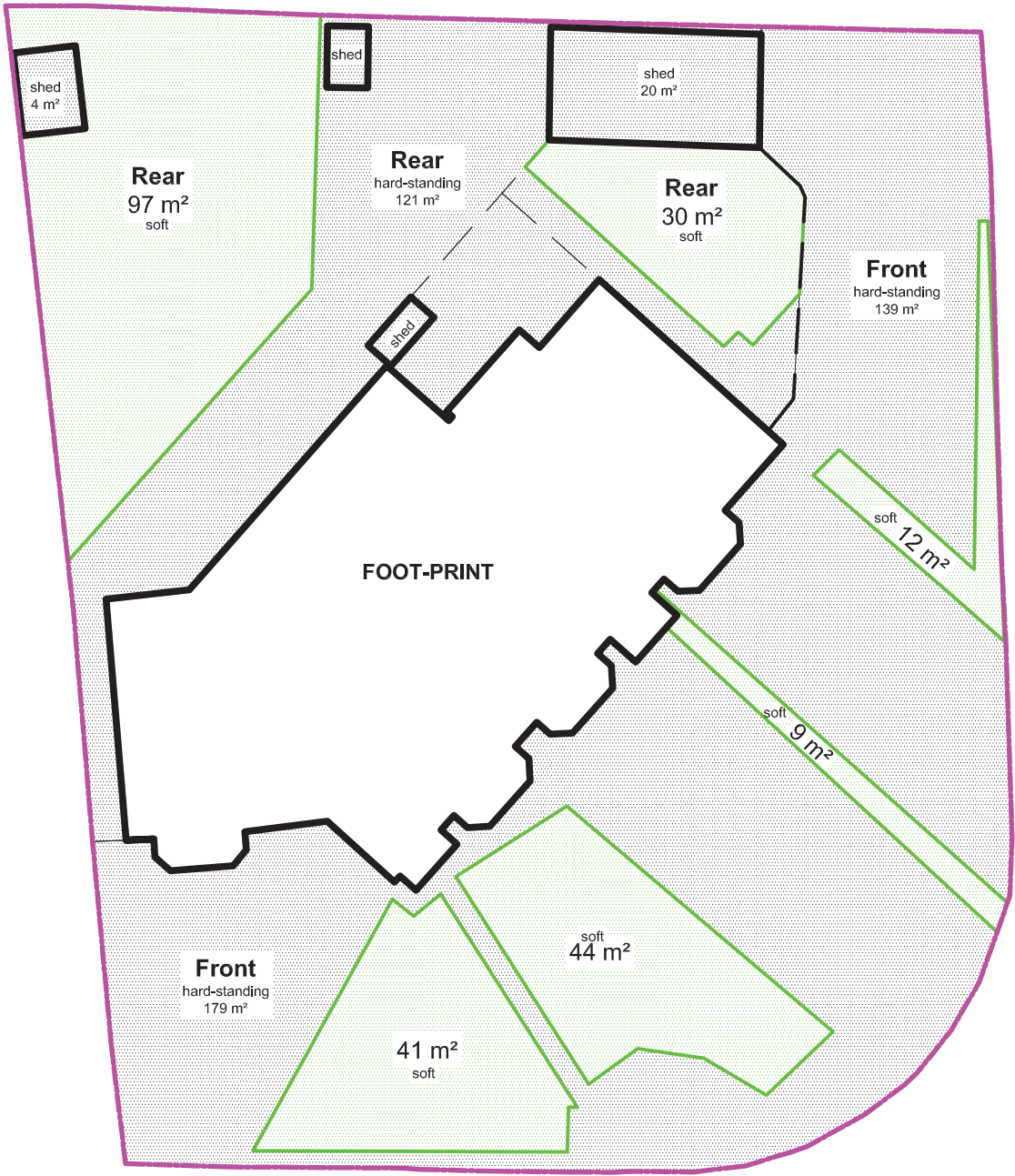
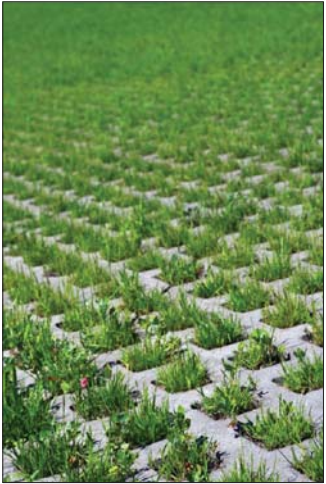
A		10/01/2017	Misc.		
Rev	Date	Project		Job Title	
Planning Application		1- 3 Pevensey Avenue & 1 Bodiam Close Enfield EN1 3HZ		Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey Avenue to provide 1 day care centres at ground floor level with Supported living accommodation above;	
		Drawing Title		Date	
		Proposed Front & Rear Elevations		14.04.16	
		Scale:		1:200 @ A3	
		Drg. No.		Bod/16/P/04	
		Rev.		B	



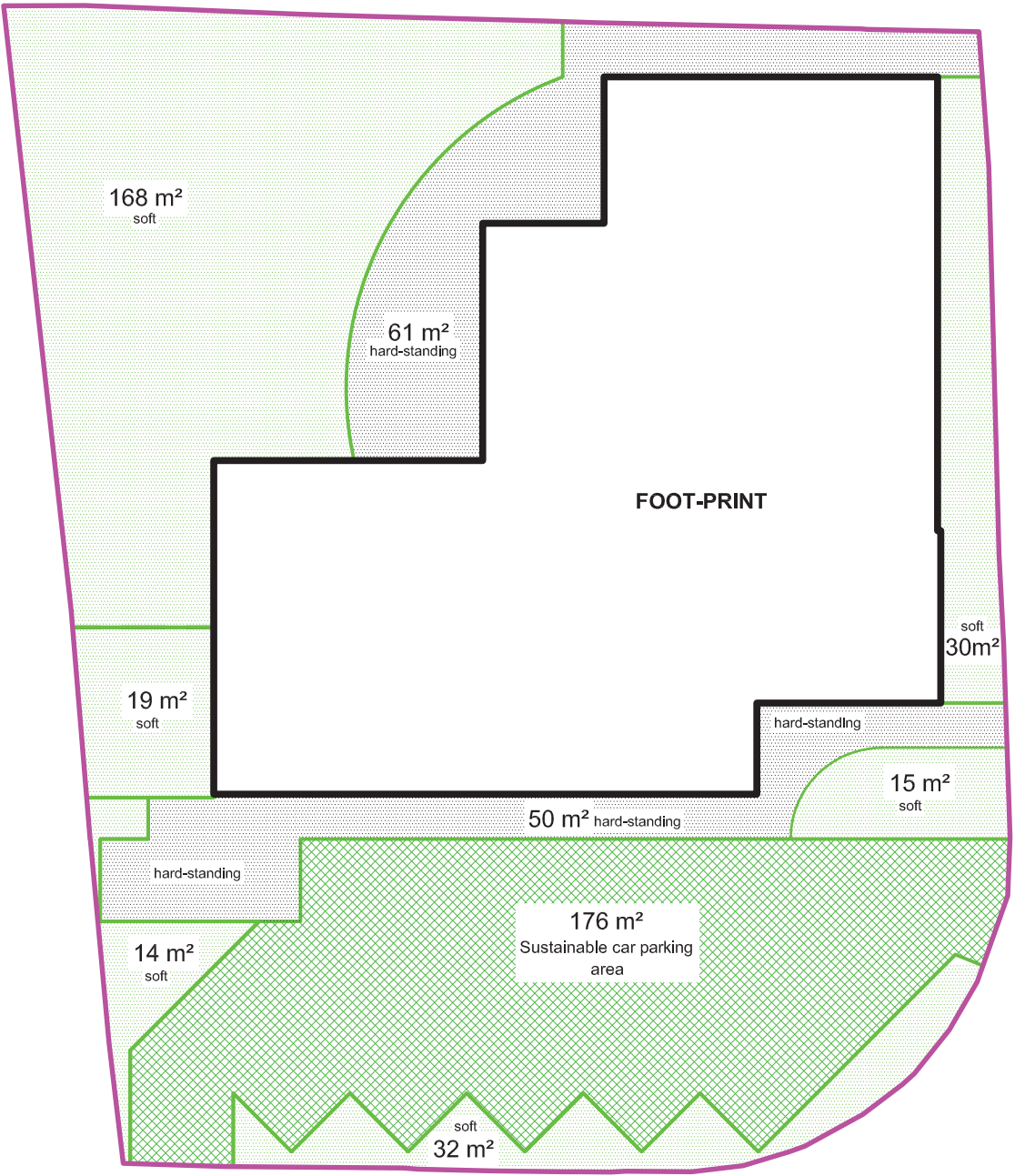
Proposed Ground Floor Plan 
Scale 1:100

SCHEDULE	EXISTING (sq/m)	PROPOSED (sq/m)
Soft Landscaping		
Front:	106	110/ 180 with Sustainable Grass)
Rear:	127	168
Hard Landscaping		
Front:	338	50
Rear:	126	61
Sustainable Car Parking Area	0	176 Total (Area of grass @ 40% = 70 m²)

Sustainable Car Parking Area
(Area of grass @ 40% approx.)



Existing Site Plan



Proposed Site Plan

Notes
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Rev Date
Planning Application

Project
1-3 Bodiam Close
Enfield EN1 3HZ

Job Title
Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey Avenue to provide two day care centres at ground floor level with Supported living accommodation above;

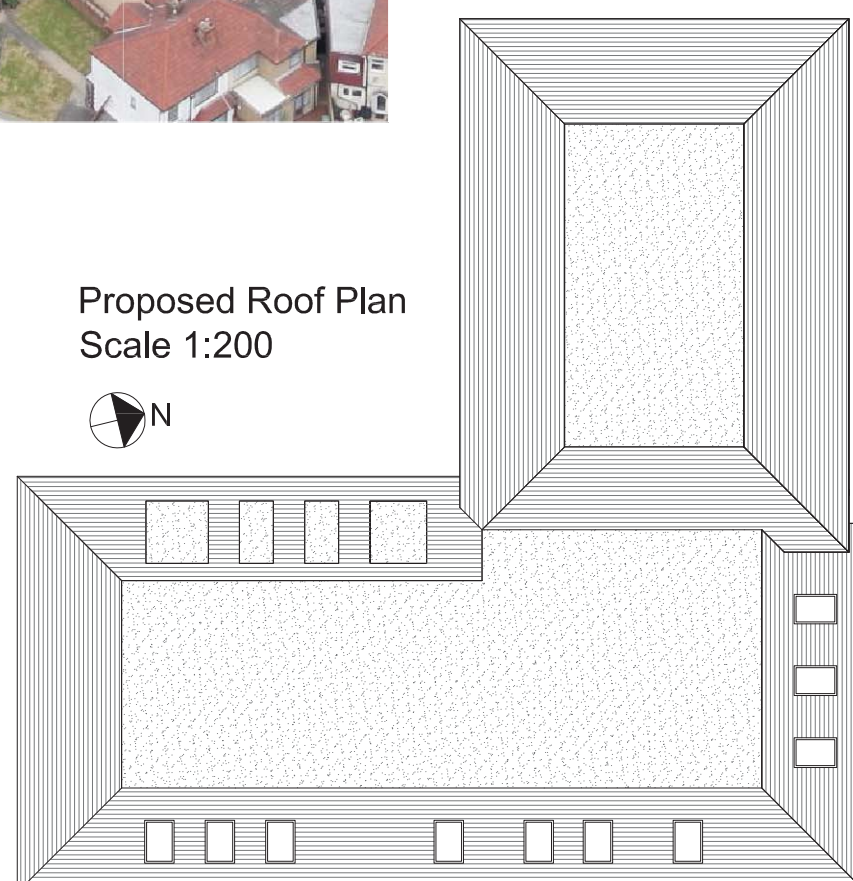
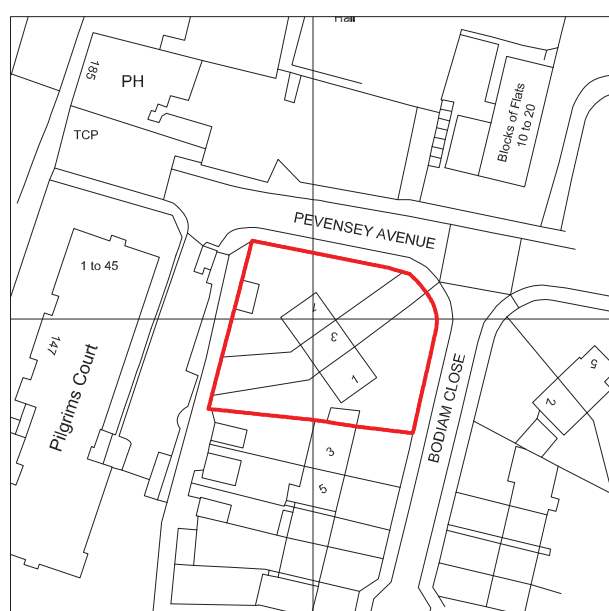
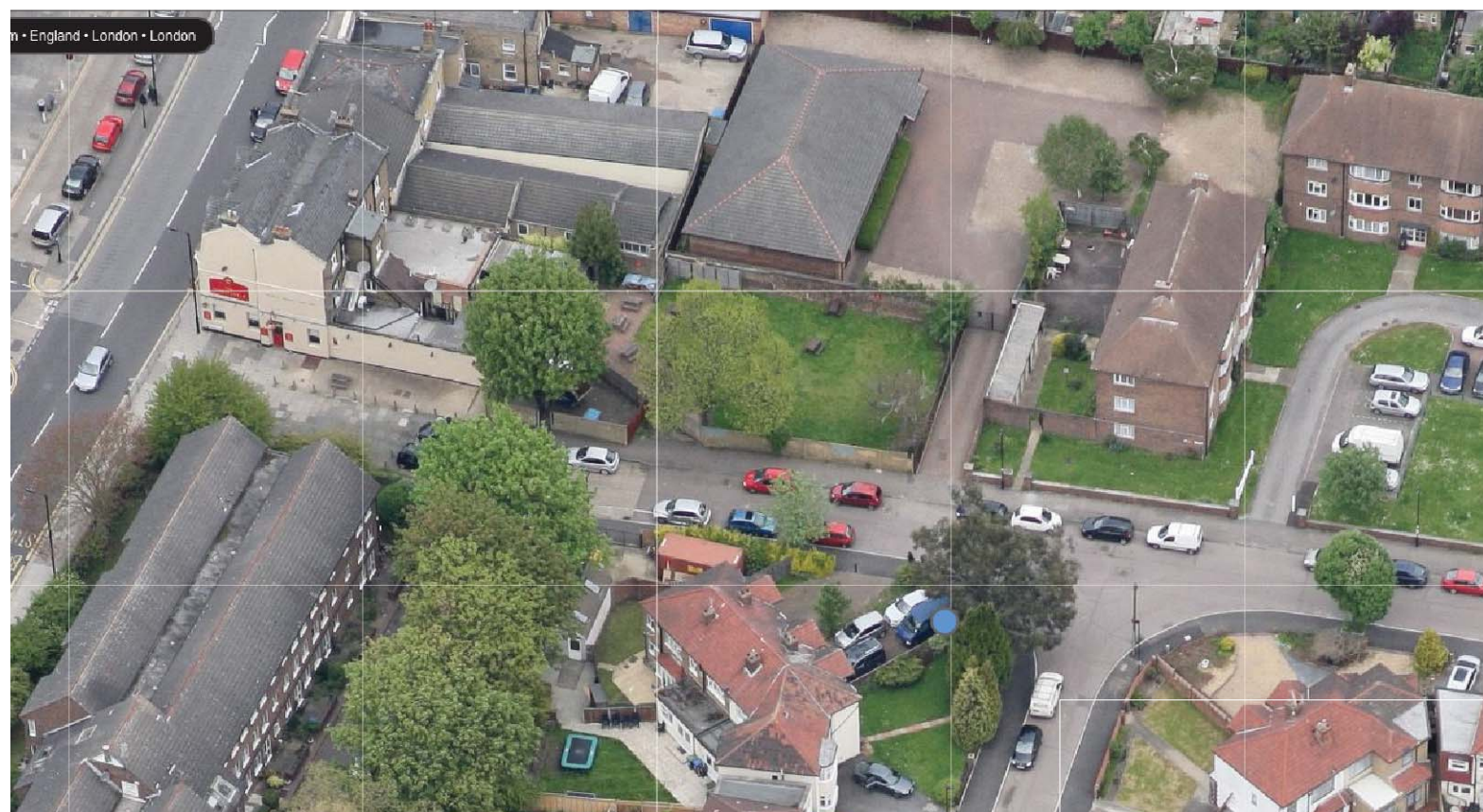
Drawing Title
Proposed Landscaping Site Plans

Date
14.04.16

Scale:
1:200 @ A3

Drg. No.
Bod/16/P/07

Rev.



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A		10/01/2017	Misc.									
Rev	Date											
Planning Application	Project	1- 3 Pevensey Avenue & 1 Bodiam Close Enfield EN1 3HZ	Job Title	Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey Avenue to provide 1 day care centres at ground floor level with Supported living accommodation above;				Drawing Title	Date	Scale:	Drg. No.	Rev
								Existing Site Location Plan, Photos & Proposed Roof Plan	14.04.16	1:1250 + 1:200 @ A3	Bod/16/P/01	B

LEGEND

1. Stone Coloured Cill & Lintel;
2. Dark Grey Aluminium Windows/ Doors;
3. Glass;
4. Slate Tiles;
5. Red Bricks;



Proposed Front Elevation (Pevensey Avenue)- North
Scale 1:200



Proposed Side Elevation - South
Scale 1:200

Notes
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0m 1 2 3 4 5 1:100
0m 2 4 6 8 10 1:200

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A	10/01/2017	Misc.
Rev	Date	
Planning	Project	
Application	1- 3 Pevensey Avenue & 1 Bodiam Close Enfield EN1 3HZ	

Job Title
Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey Avenue to provide 1 day care centres at ground floor level with Supported living accommodation above;

Drawing Title
Proposed Front & Side Elevations

Date
14.04.16

Scale:
1:200 @ A3

Drg. No.
Bod/16/P/05

Rev.
B