

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th November 2014

Report of
Assistant Director,
Planning, Highways &
Transportation

Contact Officer:
Andy Higham 020 8379 3848
Sharon Davidson 020 8379 3841
Rajvinder Kaur 020 8379 1860

Ward:
Ponders End

Ref: 14/02821/FUL

Category: Full Application

LOCATION: 21 Arbour Road, Enfield, EN3 7TX,

PROPOSAL: Garage conversion to a habitable room & conversion of property to HMO for 7 residents.

Applicant Name & Address:
Mr Kyriakos Hajikypry
21 Arbour Road
Enfield
EN3 7TX

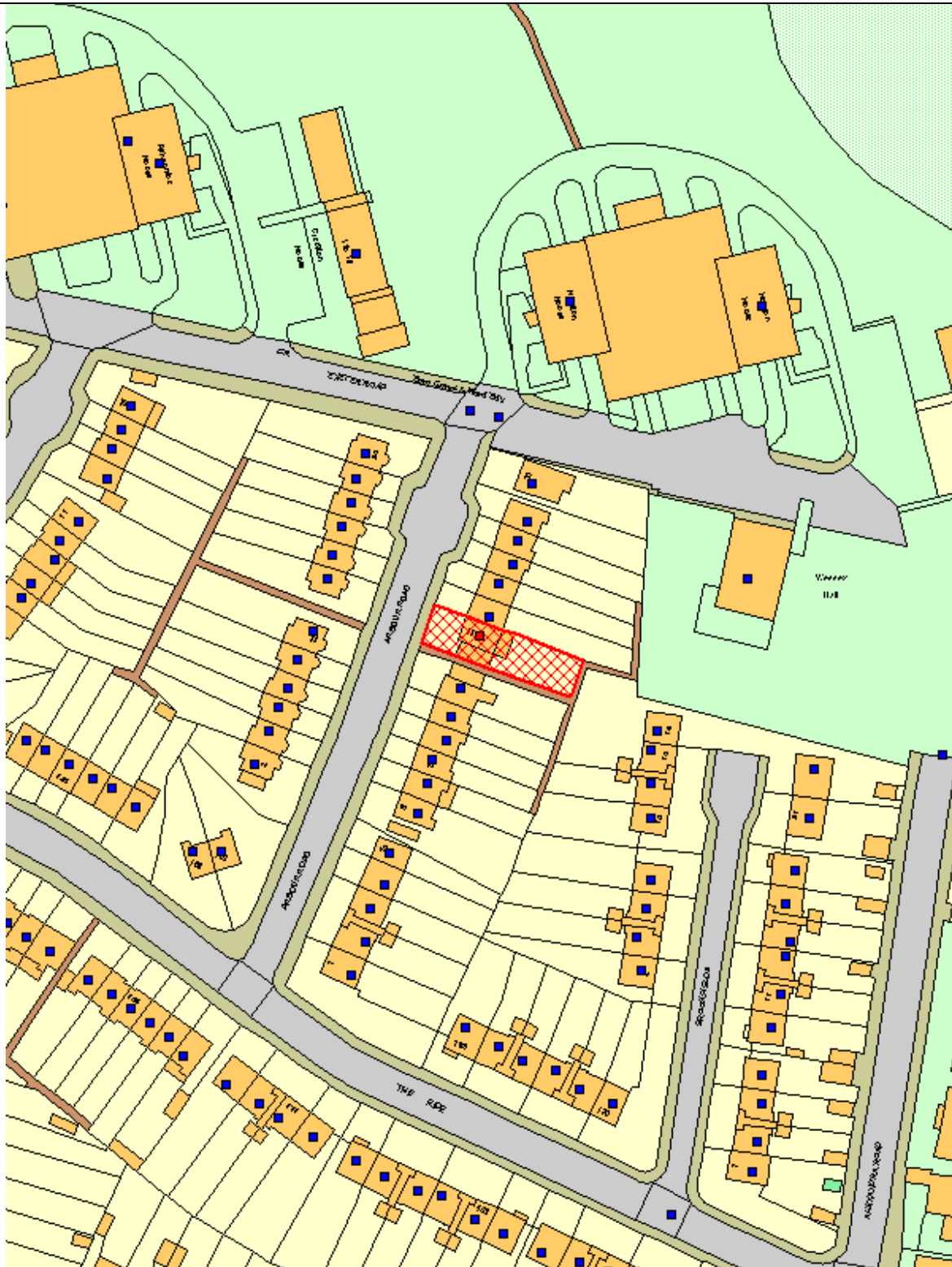
Agent Name & Address:
EA Consulting
21 Arbour Road
Enfield
EN3 7TX

RECOMMENDATION: That planning permission be **GRANTED** subject to conditions.

Note for Members:

This application would normally be dealt with under delegated powers but it is referred to Planning Committee for consideration at the request of Councillor Taylor due to local objection

Ref: 14/02821/FUL LOCATION: 21 Arbour Road, Enfield, EN3 7TX,



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and surroundings

- 1.1 The application site comprises an end of terraced property situated on the east side of Arbour Road. The property currently benefits from an attached garage, first floor side and roof extension.
- 1.2 The surrounding area is suburban in character, comprising terraced residential properties.

2. Proposal

- 2.1 Planning permission is sought for a change of use of the property from a single family dwelling house to a house of multiple occupation (HMO) for up to 7 people living together as a single household.
- 2.2 Each of the bedrooms would range between 13.3m² to 18.9m². There are 2 bedrooms at the ground floor, 3 at the first floor and 2 in the loft space.

3. Relevant Planning Decisions

None

4. Consultation

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transport

No objection.

4.1.2 Thames Water

No objection in relation to sewerage and water infrastructure capacity.

4.1.3 Environmental Health

No objections as there is unlikely to be a negative environmental impact.

4.1.4 Waste Services

No objection to the revised plans showing refuse storage.

4.2 Public Response

4.2.1 Letters were sent to 37 neighbouring properties. Seven representations have been received. The comments are summarised below:

- The introduction of 7 residents to the property would increase the number of cars on the street by a minimum of 6 cars which would cause extreme inconvenience to the residents.
- The introduction of a HMO is not in keeping to the character of the street scene.

- The loss of a family sized home would reduce the stock of housing in the borough.
- The works required to convert the house will cause disruption to residents.
- The introduction of a HMO would cause a reduction in house prices.
- Concern that there will be continuous letting to a number of different tenants and about the operation and management of the property once let to 7 individuals. Will neighbours be made of the contact details if there are any complaints?
- Will the landlord be contactable and will they address any problems the neighbours have? A similar house was let nearby to 5 people and there was nothing but trouble, i.e, anti-social behaviour, complaints about leaking pipe to adjoining property ignored. The landlord did not care about the neighbourhood as he did not live here.
- Concerns about the sewage as there would be 7 toilets in the property this may cause blockages.
- Objection to garage conversion.
- Object as 7 individuals in one property combined with the existing parking problems that we suffer and the additional noise and strain on existing facilities.
- Arbour Road is mainly family homes and does not lend itself to multiple occupancy.
- No site notice was displayed for 21 days
- With 7 people in one property there will be a lot of noise.

4.2.2 Councillor Taylor objects to the planning application.

4.2.3 Councillor McGowan objects to the planning application on the grounds of a loss of a family sized home.

5. Relevant Policy

5.1 National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 and has now successfully been through examination. It is expected that the document will be adopted at full Council in November 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight.

5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.4 London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 6.9	Cycling
Policy 6.13	Parking
Policy 7.1	Communities and Neighbourhoods
Policy 7.4	Local Character
Policy 7.6	Architecture

5.5 Core Strategy

CP2	Housing supply and locations for new homes
CP4	Housing quality
CP5	Housing types
CP 6	Meeting particular housing needs
CP30	Maintaining and improving the quality of the built and open environment
CP24	The road network
CP25	Pedestrians and Cyclists

5.6 Saved UDP Policies

(II)GD3	High standard of functional and aesthetic design
(II)GD6	Traffic Generation
(II)GD8	Access and Servicing
(II)H16	Conversion of single dwellings

5.7 Submission Version Development Management Document (Including Proposed Minor Modifications)

DMD4	Loss of existing residential units
DMD5	Residential conversions
DMD8	General standards for new residential development
DMD9	Amenity Space
DMD45	Parking standards and layout
DMD81	Landscaping

5.8 Other Relevant Policy

National Planning Policy Framework
National Planning Practice Guidance
Mayors Housing Supplementary Guidance (2012)
Enfield's Housing Market Assessment (2008)
Enfield's Homelessness Strategy (2008)
Enfield's Action Plan for Tackling Overcrowding (2009)

6. **Analysis**

6.1 Principle

- 6.1.1 The adopted policies encourage residential development that improves the existing housing stock and provides new housing to accommodate London's

increasing population and changing demographics. Residential development should provide a range of high quality, sustainable homes that promote opportunity and provide real choice. Shared accommodation or HMOs can play an important role in increasing housing supply and diversity. They provide flexible and relatively affordable accommodation through the private market, though concentrations of HMOs and their quality can give rise to concern.

- 6.1.2 Therefore, the key considerations are whether the proposal maintains the character of the surrounding area, whether the proposal results in an unacceptable concentration of conversions in the area, whether the proposal provides an appropriate standard of accommodation and whether the proposal provides adequate car and bicycle parking.

6.2 Impact upon Character and Appearance

- 6.2.1 In relation to the external appearance of the dwelling, the development proposes only the addition of a window in place of the garage door. Taking the small scale nature of the above alteration to the front of the dwelling into consideration the proposal will not have an impact to the street scene.

6.3 Limitations on the number of conversions in an area

- 6.3.1 Policy DMD5 of the Submission version DMD and Policy (II) H16 of the Saved UDP Policies seek to ensure that the number of conversions in a locality is not excessive. The policies require that no more than 20% of the total residential buildings in a road are converted into self-contained flats or HMOs and that no more than 1 property in a consecutive row of 5 units is converted

- 6.3.2 Having reviewed the planning history for Arbour Road and observed the properties on site it is evident that less than 20% of the dwellings have been converted and that none of the 5 properties either side have been converted. It is acknowledged that the development would result in the loss of a single family accommodation for which there is an identified demand in the borough but the proposal provides a type of accommodation for which there is also a need. Moreover, it is considered that the proposed internal alterations would not prevent the building from being converted back to a family home in the future.

- 6.3.3 The Mayor requires local planning authorities to strike a careful balance between local concerns and meeting strategic and local needs, recognising that there is a surplus of large dwellings London wide and the contribution that they can make to housing choice and mixed and balanced communities if converted to HMOs. It identifies HMO's as collectively strategically important housing resource, providing flexible and relatively affordable accommodation through the private market. In London, the occupant profiles are more broadly based and HMOs play a particularly important role in supporting labour market flexibility (especially for new entrants) and in reducing pressure on publicly provided affordable housing. The London Plan (para 3.55) states that those of a reasonable standard should generally be protected.

6.4 Standards of accommodation

Room Sizes

6.4.1 The Mayor's Housing Supplementary Guidance (2012) provides minimum standards for the size and layout of different rooms. The minimum floor area for a single bedroom is 8m²; the proposed HMO would meet this standard and provides a range between 13.3m² and 18.9m² with each containing an en-suite. The proposal does not provide a communal living/dining area but does provide a communal kitchen with a floor space of 18.2m². It is considered that the kitchen would provide a large enough communal space for the occupants.

6.4.2 It is noted that there is no minimum floor area for bathrooms and WCs.

Outdoor Space

6.4.3 The adopted policies encourage residential development that provides good quality amenity space. There is no minimum standard for HMOs, however DMD9 of the Submission Version DMD requires at least 35m² outdoor space for a 4 bedroom 6 person dwelling. Whilst it does not reflect the exact number of bedrooms/persons at the development, it could still be used as a guide. The garden is to remain unchanged providing a private amenity space of 37.31sqm.

6.4.4 The Mayors Housing SPG does not provide minimum amenity space standards for HMO's. However, a minimum of 5sqm of private outdoor space should be provided for a 1-2 person dwelling and an extra 1 sqm provided for each additional occupant. This would equate to 10-11sqm. The proposal would exceed this.

Refuse

6.4.5 Waste Services requested 1 larger refuse bin (1100ltr) and 1 mixed recycling bin (360ltr) instead of the existing refuse arrangements to accommodate the waste for 7 individuals. Revised plans have been submitted showing the location of the bins within the front garden. Waste Services have confirmed they are acceptable.

6.4.6 The siting of the bins will not affect the off street parking arrangements.

6.4.7 The proposed elevations show landscaping to the front garden boundary walls to screen the refuse and recycling bins. Whilst soft landscaping is shown in the form of a hedge a condition will be attached requesting details of the type of soft landscaping to ensure that it is sufficient to screen the front of the property.

Highway safety and parking

6.4.8 The adopted policies encourage residential development that incorporates adequate car and bicycle parking. There are no specific parking requirements for HMOs. If the garage is lost then there would be provision for one off street space for seven rooms, with any more parking demand being absorbed through on street spaces. Given that the existing property has 5 bedrooms, then the car parking demand for a 7 bedroom HMO would not be too dissimilar and the level of parking proposed is considered sufficient.

6.4.9 In terms of cycle parking provision 7 secure cycle parking spaces should be provided in keeping with London Plan Policy 6.9 and the requirements of

Table 6.3. This will provide for the residents and for a casual visitor arriving by cycle and provide the option for travel by this sustainable mode. This will be in keeping with the intentions within the National Planning Policy Framework and the Council's Strategic Core Objective 8. The revised plans show secure cycle storage within the existing shed in the rear garden. This can be accessed via the side gate off the access way running alongside the property. This is considered acceptable.

6.5 Other matters

6.5.1 It is noted that residents have raised concerns regarding impact on property prices and the responsibility of the landlord to manage the property and future tenants. These are not material planning considerations.

6.5.2 It is also noted that residents have raised concerns about the impact of the development on local sewerage infrastructure. This would be a matter that would need to be addressed by Thames Water but it should be noted that they have raised no objections to the proposed development.

6.6 CIL

6.6.1 As of April 2010, legislation in the form of Community Infrastructure Levy (CIL) Regulations 2010 (as amended) came into force which allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012, the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until 2015.

6.6.2 This development is not CIL liable.

7. **Conclusion**

7.1.1 The adopted policies encourage residential development that improves the existing housing stock and provides new housing to accommodate London's increasing population and changing demographics. Residential development should provide a range of high quality, sustainable homes that promote opportunity and provide real choice. HMOs can play an important role in increasing housing supply and diversity.

7.1.2 The proposed HMO would maintain the appearance of the building and the residential character of the surrounding area.

7.1.3 The proposal would not result in an unacceptable concentration of conversions within this road or prevent the building from being converted back to a family home in the future. Furthermore, the proposal would provide an appropriate standard of accommodation including amenity space and car parking.

8. **Recommendation**

8.1 That planning permission be GRANTED subject to the following conditions;

1. C60 Approved Plans

The use and 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. Approved Layout

The use and development hereby permitted shall be laid out in accordance with the approved plans. There shall be no deviation from the number, size or mix of bedrooms without prior approval from the Local Planning Authority.

Reason: To ensure the development provides an appropriate layout and density.

3. Occupation

No more than 7 persons shall occupy the development at any time.

Reason: To provide an appropriate standard of accommodation and to ensure that the level of occupancy does not lead to conditions detrimental to the amenity of neighbouring occupiers.

4. C59 Details of cycle parking

That 7 secure/covered cycle parking spaces shall be provided in accordance with the details forming part of this planning application prior to occupation of the development for the purposes hereby approved.

Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

5. C05 Landscaping

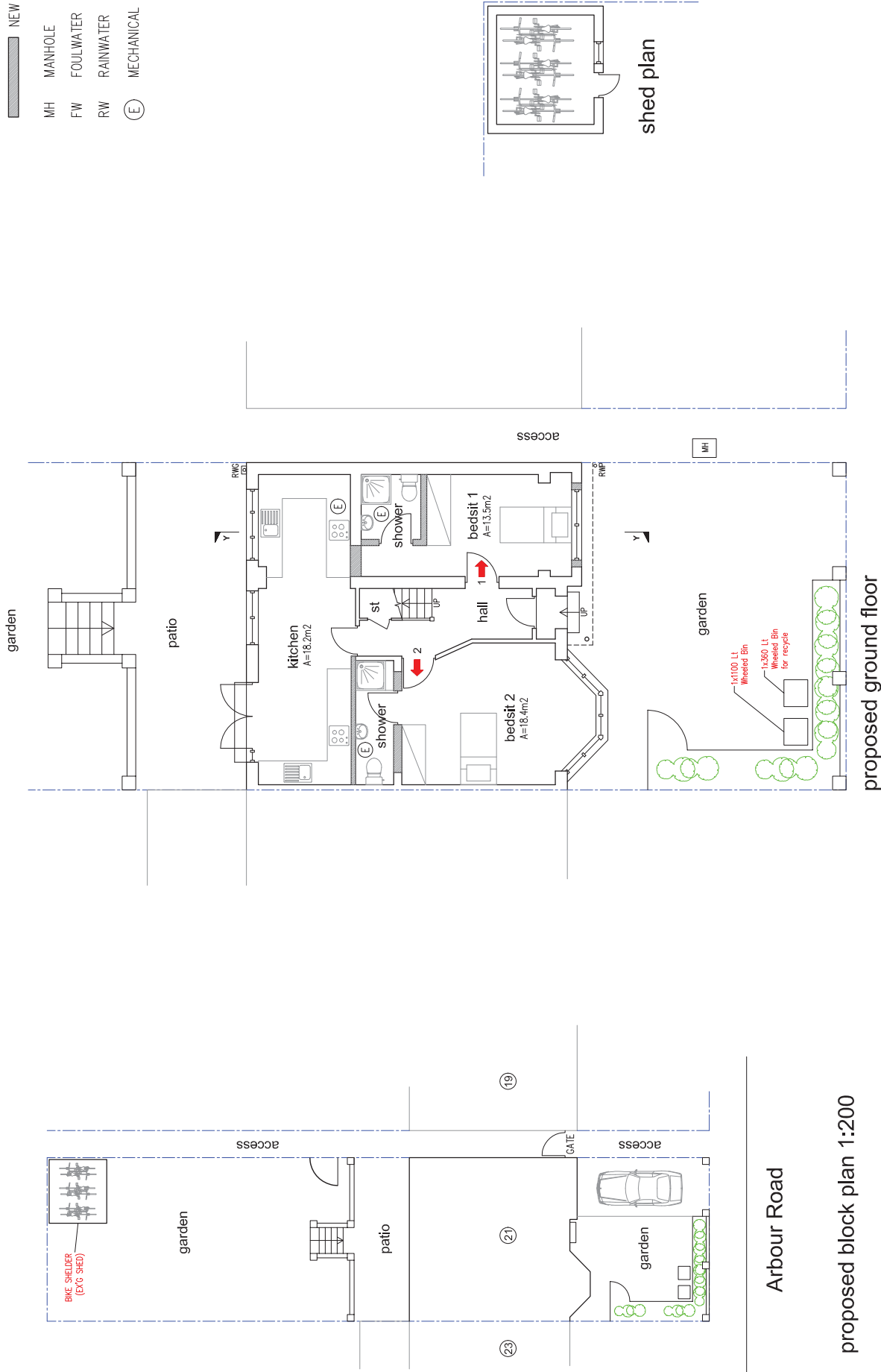
The development shall not commence until details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance 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.

6. C51 Time Limited permission.

KEY

NEW WORK

- MH MANHOLE
- FW FOULWATER
- RW RAINWATER
- (E) MECHANICAL EXTRACTOR



Arbour Road

proposed block plan 1:200

EA CONSULTING
 architecture | engineering
 73 St. Marks Road Bush Hill Park EN11 1BU
 t: 08444 100 124
 e: info@ea-consulting.co.uk

This drawing has been prepared for Planning approval and it must not be used for any other purpose or as a working drawing under any circumstances.

This drawing to be read in conjunction with drawings AR21/14/TP/01-06 inclusive. This drawing & details remain the property of EA Consulting (UK) Ltd.

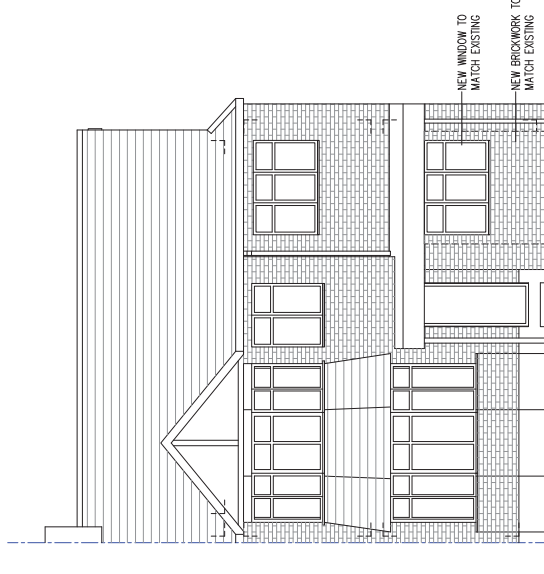
REVISION B: NOV 2014
 REVISION A: JUL 2014
 PLANS AMENDED FOR PLANNING.
 REF: 14/02821/FUL

ISSUED FOR:
PLANNING APPROVAL

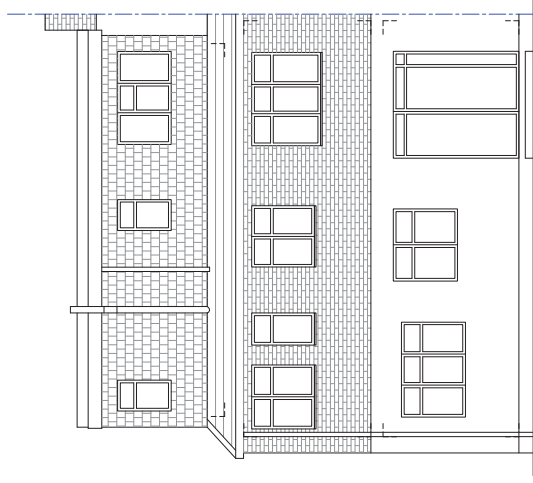
21 ARBOUR ROAD
 ENFIELD EN3 7TX
 GARAGE CONVERSION
 & CONVERSION TO HMO

PROPOSED PLANS
 DATE: JUL '14 SCALE: 1:100 @ A3
 DWG No: AR21/14/TP/04
 REV B

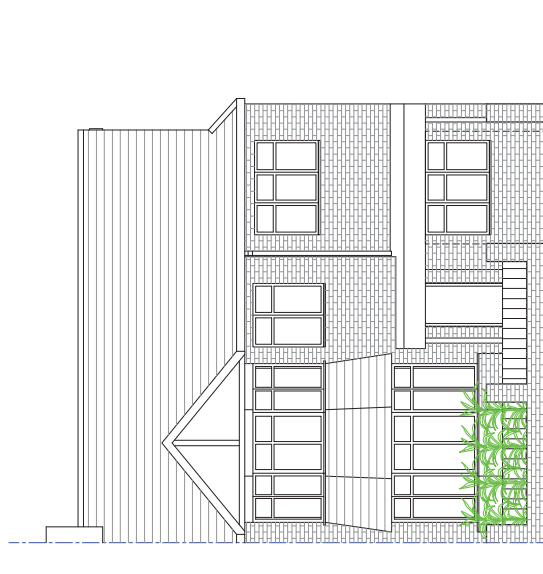




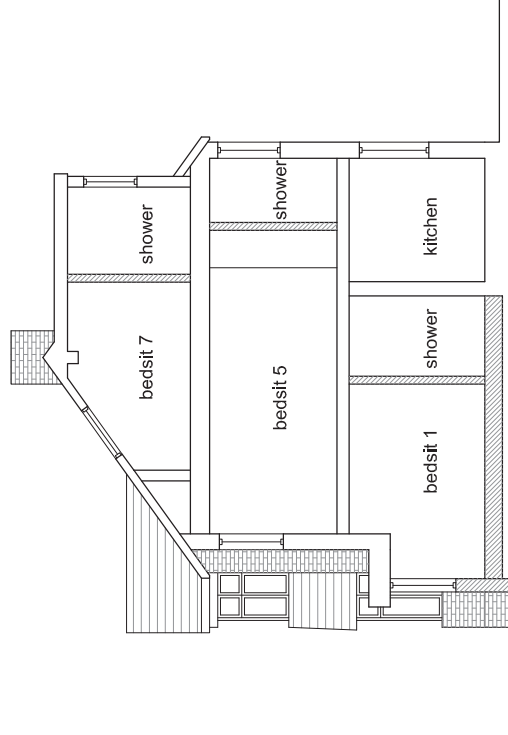
proposed front elevation



proposed rear elevation
(no alterations)



proposed front elevation (street view)



proposed section Y-Y