

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date: 7<sup>th</sup> July 2020

**Report of**

Head of Planning

**Contact Officer:**

David Gittens  
Jacob Ripper

**Ward:**

Town

**Ref:** 20/01084/FUL

**Category:** Full Planning Application

**LOCATION:** 36 Holtwhites Hill, Enfield, EN2 0RX

**PROPOSAL:** Two storey side and rear extension including roof extension (crown roof) and two front and three rear dormers, and relocation of front bay windows to existing House in Multiple Occupation to increase the accommodation from nine rooms with shared facilities plus one self-contained one bedroom flat to twenty one rooms over three floors with shared facilities (comprising two shared kitchens at ground floor, two shared kitchens at first floor and one shared kitchen at roof level).

**Applicant Name & Address:**

Buckminster Properties  
Mr J Rahamim  
Priory Mansions  
10-12 Priory Park Road  
London NW6 7LH

**Agent Name & Address:**

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

**RECOMMENDATION:**

That the Head of Development Management/the Planning Decisions Manager be authorised to **GRANT** planning permission subject to planning conditions.

**1.0 Note for Members:**

1.1 Although an application of this nature could normally be determined under delegated authority, due to the interest in this application, the matter is being reported to Planning Committee for consideration.

**2.0 Recommendation:**

2.1 That planning permission be GRANTED subject to the following conditions.

2.2 Conditions

1. Time Limited Permission: 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.

2. Approved Plans: 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.

PL-001: Location and Block Plan  
PL-002 Rev D: Existing Site Plan  
PL-003 Rev E: Existing Ground and First Floor Plans  
PL-004 Rev C: Existing Roof Plan  
PL-005 Rev D: Existing Front and Rear Elevations  
PL-006 Rev D: Existing Side Elevations  
PL-007 Rev D: Proposed Site Plan  
PL-008 Rev I: Proposed Ground Floor Plan  
PL-009 Rev D: Proposed First Floor Plan  
PL-010 Rev F: Proposed Second Floor Plan  
PL-011 Rev I: Proposed Front and Rear Elevations  
PL-012 Rev H: Proposed Side Elevations  
PL-013 Rev I: Street Elevations  
PL-014: Existing Sections  
PL-015: Proposed Sections  
L9711/T: Topographical Survey  
LS236\_PL\_LANDSCAPE001: Landscape Proposal Plan

LS236\_PL\_PLANTING002: Planting Plan & Key  
Planning, Design, and Access Statement  
Daylight and Sunlight Assessment  
Environmental Noise Assessment (ref. 6166/pja)  
Noise Assessment Cover Letter (ref. 6166/pja)  
Transport Note (March 2020)

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

3. Occupancy & bedrooms: The development hereby approved shall only be laid out as twenty-one (21) bedrooms as shown on the approved drawings to accommodate a maximum of thirty-seven (37) individuals. There shall be no deviation from the number, size or mix of bedrooms from that approved without the prior approval of the Local Planning Authority.

Reason: Having regard to securing an appropriate occupancy rate mix in the number and size of units and having regard to adopted parking standards

4. Class Use: Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the building shall only be used as a Twenty-one (21) bedroom Sui Generis HMO and shall not be used for any other purpose unless written permission is otherwise granted.

Reason: To help ensure the provision of appropriate health facilities within the Borough, to safeguard the amenities of the occupiers of nearby residential properties, and to ensure that the development complies with adopted parking and servicing standards.

5. No Kitchens/No Conversion: No kitchens or cooking facilities shall be installed or otherwise located within any of the individual rooms, in order to ensure communal living as a genuine HMO is maintained. The property shall not be further subdivided or converted into individual self-contained units without permission from the Local Planning Authority.

Reason: To ensure an acceptable level of accommodation for future occupiers, for the avoidance of doubt, and in the interests of proper planning.

6. Materials to Match: All new external works shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the original building, unless otherwise specified in the approved plans.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of the Development Plan Policies.

7. Fenestration: The proposed side-facing windows hereby approved shall be obscure-glazed and non-opening unless the parts of the window which can be opened are more than 1.7m above the floor of the room in which the window is installed. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

*Prior to Commencement of Any Development Works*

8. SuDS: Prior to commencement of any development, a detailed Sustainable Drainage Strategy must be submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with DMD Policy SuDS Requirements:

- a) Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change
- b) Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- c) Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- d) The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact
- e) Clear ownership, management and maintenance arrangements must be established
- f) The details submitted shall include levels, sizing, cross sections and specifications for all drainage features

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP 28 of the Core Strategy, DMD Policy 61, and Policies 5.12 & 5.13 of the London Plan, and the National Planning Policy Framework.

9. Crossovers: Prior to commencement of any development, details of the existing crossovers and any required construction or alteration to them to meet current standards or other works in the highway must be submitted to and agreed by the Highway Authority. Evidence of the Highway Authority's approval or statement that no approval or improvements are required must be submitted to and approved by the Local Planning Authority. If required, works within the highway may only be completed by the Council's Highway Services team. The crossovers must be provided prior to first occupation of the enlarged HMO.

Reason: To ensure that the development complies with adopted development policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

*Prior to Commencement of Above Ground Works*

10. Construction Management Plan: The development shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

- a. A photographic condition survey of the public roads, footways and verges leading to the site.
- b. Details of construction access and associated traffic management.
- c. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles.
- d. Arrangements for the parking of contractors' vehicles.
- e. Arrangements for wheel cleaning.
- f. Arrangements for the storage of materials.
- g. Hours of work.
- h. The storage and removal of excavation material.
- i. Measures to reduce danger to cyclists.
- j. Dust mitigation measures.
- k. Membership of the Considerate Contractors Scheme

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

Reason: To ensure construction does not lead to damage of the nearby public road network and to minimise disruption to the neighbouring properties.

11. Built-in Storage: Prior to commencement of above ground works, details of the required built-in storage on the second floor must be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the provision of adequate standards of accommodation in line with the LPA's adopted standards and the Nationally Described Space Standards.

12. Refuse: Prior to commencement of above ground works, details of refuse and recycling storage facilities in accordance with the London Borough of Enfield Waste and Recycling Storage Planning Guidance EN20/ V2, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be screened from view from the street and provided in accordance with the approved details before the development is first occupied.

Reason: In the interests of amenity and the recycling of waste materials in support of the Council's waste reduction targets.

13. Energy Statement: Prior to commencement of above ground works, an Energy Statement demonstrating a Target Emission Rate improvement of 35% on Part L of the Building Regulations 2013 (inclusive of design, size, siting, technical specification and elevational details for any renewable technologies considered feasible) must be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements.

14. Accessibility: Prior to commencement of above ground works, details of how the development will comply with the provisions of the Building Regulations (2010) Access to and Use of Buildings, Volume 1: Dwellings, Section M4(2) Category 2: Accessible and Adaptable Dwellings (as amended), must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development provides for the needs of future occupants and the adaptation of the dwelling to meet changing needs over time, in accordance with London Plan Policy 7.2, Core Strategy Policy CP 4, and Development Management Document Policy DMD 8.

*Prior to First Occupation of the Development*

15. Electric Vehicle Parking: Prior to first occupation of the development, 1 vehicle parking space must be provided with a functional electrical charging point for the recharging of an electric vehicle.

Reason: To ensure the provision of electric vehicle accommodations in line with adopted Council and London Plan standards and policies.

16. Parking: The parking area forming five parking spaces on the frontage of the site shall only be used for the parking of private motor vehicles directly linked to residents of the sui generis HMO development 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

17. Secure by design guide: Prior to first operation use, the development shall achieve a Certificate of Compliance to the relevant Secure by Design Guide(s) or alternatively achieve Crime Prevention Standards submitted to and approved in writing by the Local Planning Authority in conjunction with the Metropolitan Police. The development shall be carried out in accordance with the approved details and thereafter shall be fully retained and maintained as such for the lifetime of the development.

Reason: In the interests of protecting the privacy and security of neighbouring occupiers and to ensure adequate security features are undertaken to protect residents.

18. Cycle Parking: Prior to first occupation of the development, details and design of the 23 (21 long stay, 2 short stay) required secure/covered cycle parking spaces and 2m high visual screening on the western property boundary must be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed prior to first occupation of the development and permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking in line with adopted Council and London Plan standards and policies.

19. Biodiversity and Landscaping: Prior to first occupation of the development, details of the ecological enhancement(s) to be provided at the site must be submitted to and approved in writing by the Local Planning Authority. If approved, the ecological and the hereby approved planting scheme shall be carried out in accordance with the approved details (landscaping plan refs. LS236\_PL\_LANDSCAPE001 and LS236\_PL\_PLANTING002) in the first planting season after completion or first occupation of the development, whichever is sooner. Any planting which dies or becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To improve the biodiversity offer on the site and surroundings, provide a satisfactory appearance, and ensure that the development does not prejudice highway safety, in line with the National Planning Policy Framework, London Plan Policy 7.19, Core Strategy Policy CP 36, and Development Management Document Policies DMD 79 and 81.

20. Water: Prior to first occupation of the development, details of the internal consumption of potable water must be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy 5.15 of the London Plan, CP 21 of the Core Strategy, and DMD 58 of the Development Management Document.

21. HMO License: Prior to occupation evidence of the issuing of an HMO Licence for a maximum of thirty-seven (37) occupiers on-site and confirmation the hereby approved layout is as shown on the approved plans.

Reason: To prevent excessive occupancy rates and poor levels of accommodation.



*Following First Occupation of the Development*

22. Energy Performance Certificate: Following practical completion of works a final Energy Performance Certificate must be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

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

**Informative**

1. Crossovers
2. Parking
3. Refuse
4. Cycles

**3.0 Executive Summary:**

- 3.1 The report sets out the rationale supporting the recommendation to approve planning permission for the extension of an existing House in Multiple Occupation (HMO). The property is a detached HMO with an existing two-storey side and rear extensions and has a large garden area to the side and rear. There are two hardstanding parking areas and crossovers at the front of the site.
- 3.2 The building currently contains 9 x bedsit rooms and 1 x 1-bed self-contained flat, providing accommodation for up to 20 residents. Through extensions to the side, rear, and roof, the proposed development could accommodate 21 rooms with en-suites and communal kitchens for up to 37 residents.
- 3.3 The surrounding area is predominately residential. Across Holtwhites Hill to the north are two-storey terraced and semi-detached properties. A group of maisonettes comprising number 40-52 Holtwhites Hill are located to the west and adjacent to the application site. The Royal British Legion building is located on the opposite side to the east. To the rear there is a part two-storey, part three-storey building which separates the application site from residential properties located on Trinity Street to the south.

- 3.4 The application site benefits from having been granted planning permission for a nearly identical scheme in 2017. That permission expired in April 2020, hence the current application.
- 3.5 The proposed development includes two-storey side and rear extensions, roof extensions to increase the overall height of the building, two front and three rear dormers, and multiple rooflights for the provision of 21 bedsit rooms each with an en-suite bathroom or shower room and communally shared kitchens. The schedule of accommodation is:
- Ground Floor: 8 bedsit rooms (ranging in size from 12.1m<sup>2</sup> to 26m<sup>2</sup> gross floor area including en-suites and built in wardrobes) and 2 communal kitchens.
  - First Floor: 8 bedsit rooms (ranging in size from 13.1m<sup>2</sup> to 27.8 m<sup>2</sup>) and 2 communal kitchens.
  - Second Floor (roof level): 5 bedsit rooms (ranging in size from 19.4m<sup>2</sup> to 23.3m<sup>2</sup>) and 1 communal kitchen.
  - 21 long-stay, 2 short-stay cycle parking spaces.
  - 5 car parking spaces.
  - Soft and hard landscaping.
- 3.6 The elements of the application that differ from the previously approved scheme are:
- The provision of 2 short-stay cycle parking spaces at the front of the property
  - Details of proposed landscaping and planting plans (was previously a condition)
  - Updated Transport Note (more recent parking survey)
  - Daylight and Sunlight Assessment
  - Cover letter for Environmental Noise Assessment declaring no changes to noise levels from when original report was completed.
- 3.7 As with the previous application (ref. 17/00617/FUL) the proposal includes revisions following the dismissal on appeal on design grounds on 15 February 2016 (Ref: APP/Q5300/W/15/3131855). Following pre-application advice (Ref: 16/02277/ PREAPP) on 23 November 2016, the design was revised so that the number of proposed front dormers is reduced from four to two. In addition, the proposed side extensions would be set back from the main frontage by 0.4m so that the bulk of the building is reduced.
- 3.8 The previous approval, refusal, and the inspector's comments and findings in relation to the appeal have all been taken into consideration in the review of the current development proposal. The full planning application appears to satisfy

overarching planning policy and is considered to be acceptable subject to pre-commencement and pre-occupation planning conditions applied to the site.

#### **4.0 Site and Surroundings**

- 4.1 The subject site is located on the south side of Holtwhites Hill. The property is a detached House in Multiple Occupation (HMO) with existing two-storey side and rear extensions and has a large garden area to the side and rear. There are two hardstanding parking areas and crossovers at the front of the site. The ground level slopes slightly downwards from west to east. The building currently contains 9 x bedsit rooms and 1 x 1-bed self-contained flat, providing accommodation for up to 20 people.



- 4.2 The surrounding area is predominately residential. Across Holtwhites Hill to the north are two-storey terraced and semi-detached properties. A group of maisonettes comprising number 40-52 Holtwhites Hill are located to the west and adjacent to the application site. The Royal British Legion building is located on the opposite side to the east. To the rear there is a part two-storey, part three-storey building which separates the application site from residential properties located on Trinity Street to the south.



4.3 The subject site is not within a conservation area nor does it contain a listed building, however, the Royal British Legion building was a former fire station and is included on Enfield's Local Heritage List. The site has a PTAL 3 designation, representing moderate access to public transportation services. The site is not within a Controlled Parking Zone (CPZ). There are waiting restrictions in place in front of the application site in the form of a single yellow line and there is unrestricted parking on the opposite side of the road.

## **5.0 Proposal**

5.1 The application site benefits from having been granted planning permission for a nearly identical scheme in 2017. That permission expired in April 2020, hence the current application. The previous approval, refusal, and the inspector's comments and findings in relation to the appeal have all been taken into consideration in determining the current development proposal.

5.2 The proposed development includes two-storey side and rear extensions, roof extensions to increase the overall height of the building, two front and three rear dormers, and multiple rooflights for the provision of 21 bedsit rooms each with an en-suite bathroom or shower room and communally shared kitchens. The schedule of accommodation is:

- Ground Floor: 8 bedsit rooms (ranging in size from 12.1m<sup>2</sup> to 26m<sup>2</sup> gross floor area including en-suites and built in wardrobes) and 2 communal kitchens;
- First Floor: 8 bedsit rooms (ranging in size from 13.1m<sup>2</sup> to 27.8 m<sup>2</sup>) and 2 communal kitchens;
- Second Floor (roof level): 5 bedsit rooms (ranging in size from 19.4m<sup>2</sup> to 23.3m<sup>2</sup>) and 1 communal kitchen.
- 21 long-stay, 2 short-stay cycle parking spaces.
- 5 car parking spaces.
- Soft and hard landscaping.

5.3 The elements of the application that differ from the previously approved scheme are:

- The provision of 2 short-stay cycle parking spaces at the front of the property
- Details of proposed landscaping and planting plans (was previously a condition)
- Updated Transport Note (more recent parking survey)
- Daylight and Sunlight Assessment

- Cover letter for Environmental Noise Assessment declaring no changes to noise levels from when original report was completed.
- 5.4 As with the previous application (ref. 17/00617/FUL) the proposal includes revisions following the dismissal on appeal on design grounds on 15 February 2016 (Ref: APP/Q5300/W/15/3131855). Following pre-application advice (Ref: 16/02277/ PREAPP) on 23 November 2016, the design was revised so that the number of proposed front dormers is reduced from four to two. In addition, the proposed side extensions would be set back from the main frontage by 0.4m so that the bulk of the building is reduced.

## **6.0 Relevant History**

### Application Site, 36 Holtwhites Hill

- 6.1 P13-00528PRE – Closed – 27/06/2013: Proposed 2-storey side and rear extension to provide up to 21 bed-sitter units with shared facilities involving construction of accommodation at roof level involving increase in roof height with front and rear dormer windows.

The pre-application response advised that the proposed development for 20 bedsits and a ground floor self-contained flat would be strongly resisted. Of concern was the over-intensification of the use of the site and the quality, mix, and type of accommodation that would be provided. It was also considered that based on the information provided the provision of car parking would be inadequate, which together with the significant number of residential unites proposed would be detrimental to the free and safe flow of traffic on the adjoining highway. It was advised that a range of different sized residential flats would be more appropriate in this location, or alternatively a mixture of residential flats with some genuine HMO accommodation.

- 6.2 ENF/14/0566 – Closed/No further action taken – 18/05/2018: Alleged property a hostel comprising of 10 rooms no PP
- 6.3 15/01968/FUL – Refused – 16/07/2015: Two storey side extension, two storey rear extension and roof extension (including crown roof and four front and three rear dormers) to existing House in Multiple Occupation to increase the accommodation from nine rooms with shared facilities plus one self-contained one bedroom flat to twenty one rooms over three floors with shared facilities (comprising two shared

kitchens at ground floor, two shared kitchens at first floor and one shared kitchen at roof level).

The reasons for refusal were:

1. The proposed development would result in an over-intensive concentration of this type of use on the site, detrimental to the prevailing residential character of Holtwhites Hill. The proposal is considered contrary to Policy 3.9 of the London Plan, Core Policy 5 of the Core Strategy, Policy DMD6 of the Development Management Document.
2. The proposed development by reason of its overall size, bulk and roof design does not respect domestic scale of neighbouring residential properties and would appear overly dominant, visually intrusive and out of keeping in the street scene. The proposal is therefore contrary to Core Policy 30 of the Core Strategy, Development Management Document Policies 6, 13 and 37 and policies 7.1 and 7.4 of the London Plan 2015.
3. The proposed development would result in an over intensive use of the site which, by reason of the density of development proposed, would result in a level of activity, noise and general disturbance which will have detrimental impact on amenities of neighbouring residential occupiers. The proposal is therefore contrary to Core Policy 30 of the Core Strategy, Development Management Document policy 6 and policies 7.1 and 7.4 of the London Plan 2015.
4. The proposed development fails to demonstrate adequate and safe access arrangements, adequate levels of parking provision, servicing and cycle parking arrangements commensurate with the more intensive use proposed, leading to an unacceptable parking demand on the local highway network and conditions prejudicial to the free flow and safety of traffic. The proposal is therefore contrary to policies 6.3, 6.9, 6.10 and 6.13 of the London Plan 2015, Core Policies 24 and 25 of the Core Strategy and Development Management Document Policies 45, 46, 47 and 48.

6.4 APP/Q5300/W/15/3131855 – Appeal Dismissed – 15/02/2016: Appeal of 15/01968/FUL.

The Inspector's overall assessment was:

*My findings that there would be no material harm arising from the proposal's effect on highway safety, residential character and living conditions weigh neutrally in the overall balance. However, in giving considerable weight to the effect the proposal would have on the character and appearance of the area, this harm would outweigh the benefits, important though they are, of delivering additional homes,*

*improving the standard of accommodation provided and making efficient use of the land on which the proposal is located.*

The harm caused to the character and appearance of the area was particularly focused on the proposed form and design of the roof.

- 6.5 16/02277/PREAPP – Closed – 23/11/2016: Proposed extensions to provide 21 bedsits with shared facilities.

Notes: The design of the proposed development was modified throughout the pre-application process. The resulting proposal and design incorporated a symmetrical approach to the front elevation and massing. The applicant was advised that the proposal would remain subservient to the adjacent Royal British Legion building and therefore would not appear visually intrusive or overly dominant in the street scene and was considered acceptable at an Officer level.

- 6.6 17/00617/FUL – Permission Granted with Conditions – 07/04/2017: Two storey side and rear extension including roof extension (crown roof) and two front and three rear dormers, and relocation of front bay windows to existing House in Multiple Occupation to increase the accommodation from nine rooms with shared facilities plus one self-contained one bedroom flat to twenty one rooms over three floors with shared facilities (comprising two shared kitchens at ground floor, two shared kitchens at first floor and one shared kitchen at roof level).

The officer's report concluded:

*Having regard to the inspector[’s] report and revisions in relation to the design, it is considered that no material harm would arise from the proposal’s effect on highway safety, residential character and living conditions. The design revisions to the front façade have addressed reasons for dismissal at appeal, and the proposal is considered acceptable.*

Royal British Legion Club, Holtwhites Hill (pending decision)

- 6.7 18/03508/FUL – Application in Progress: Construction of new road and associated car parking, partial demolition of single storey side building and fire tower and conversion of building into a total of 10 self-contained flats (1 x 1 Bed, 5 x 2 Bed, 4 x 3 Bed) involving part 2, part 3 storey side extensions and 2 storey rear infill extension, construction of 3rd floor and provision of balconies and terraces together with erection of 6 single family dwelling houses comprising a terrace of 6 x 3 bed houses, redevelopment of the existing garage/maintenance building to



provide 2 no. 2-bed dwellings and erection of a single storey detached building for use by Royal British Legion.

Notes: This most relevant part of the proposal described above is perhaps the redevelopment of the existing garage/maintenance building to provide 2 x 2-bed semidetached dwellings, with 'House 1' adjacent to the rear of the subject application site.

## **7.0 Consultations**

### Internal

- 7.1 Education: No response.
- 7.2 Environmental Protection and Regulations: *Environmental Health is concerned that there will be a loss of amenity to the residential gardens at 40-52 Holtwhites Hill due to garden use by the increased number of residents at the proposed development site. The acoustic report has made no proposals to protect the neighbouring premises from the potentially increased garden activity at 36 Holtwhites Hill; if all future residents choose to use the garden amenity at the same time there is the potential for a significant negative impact due to noise. The applicant must make proposals to reduce the impact of increased garden activity at the proposed development site on surrounding residential properties.*
- 7.3 Estate Renewal: No response.
- 7.4 HASC – Adult Social Care: No response.
- 7.5 Housing Enforcement: *The proposed layout of the property is satisfactory. The amenities and facilities are sufficient for intended occupation and comply with the Housing Act 2004 for a 3 storey HMO.*
- 7.6 Traffic and Transportation: In recognition of the Inspector's findings on appeal and the subsequent 2017 grant of planning permission, no objection raised subject to a condition. See cycle parking section below.

### External

- 7.7 Thames Water Authority: No response.

## Public

7.8 The application was referred to 28 surrounding properties (21 days expired 17 May 2020). Representations were received from 24 individuals objecting to the proposal, several of which live in the neighbourhood but were not close enough to be included on the referral list. The main issues of objection are summarised below, and only those material issues will be addressed in each respective section of this report as needed:

- Close to adjoining properties
- Development too high
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Issues/conflict with current residents of application site (noise, rubbish, offensive smells, 'unsavoury characters')
- Loss of light
- Loss of parking
- Loss of privacy
- Noise nuisance
- Not enough info given on application
- Overdevelopment
- Request to place application on 'hold' until COVID-19 quarantine/self-isolation measures lifted by the Government
- Strain on existing community facilities
- Request to classify as major instead of minor application
- Too much cycle parking
- Safety concerns

7.9 The LPA acknowledges public comments were submitted from a neighbour requesting the application be put on hold. This was due to the coronavirus (COVID-19) pandemic and the Government's stay at home advice. Because of this, the neighbour was unable to canvas residents face-to-face in the neighbourhood to gather signatures on a petition against the proposal. The neighbour also had concerns about the standard letter sent to neighbours of the application site inviting comments via several methods, including using local libraries or Council offices (which were not open due to the public health situation). However, the public can contact the LPA using the online planning register, by email, by phone, and by

post. The LPA notes that despite a pandemic, it is still governed by targets contained in planning legislation and the need to determine planning applications within specific timescales to avoid an appeal against a non-determination of the planning application. It is therefore not possible to put the planning application on 'hold' without the applicant requesting an extension of time.

## **8.0 Relevant Policies**

### **8.1 London Plan (2016)**

Policy 3.4: Optimising Housing Potential  
Policy 3.5: Quality and Design of Housing Development  
Policy 3.8: Housing Choice  
Policy 3.9: Mixed and Balanced Communities  
Policy 3.14: Existing Housing  
Policy 5.1: Climate Change Mitigation  
Policy 5.2: Minimising Carbon Dioxide Emissions  
Policy 5.3: Sustainable Design and Construction  
Policy 5.13: Sustainable Drainage  
Policy 5.14: Water Quality and Wastewater Infrastructure  
Policy 5.15: Water Use and Supplies  
Policy 5.16: Waste Self-Sufficiency  
Policy 6.9: Cycling  
Policy 6.10: Walking  
Policy 6.13: Parking  
Policy 7.1: Lifetime Neighbourhoods  
Policy 7.2: An Inclusive Environment  
Policy 7.3: Designing Out Crime  
Policy 7.4: Local Character  
Policy 7.6: Architecture  
Policy 7.19: Biodiversity and Access to Nature

### **8.2 Draft London Plan**

8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase

housing delivery. Directions relevant to this application include.

8.2.2 In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

- D4 Delivering good design
- D5 Inclusive design
- D8 Public Realm
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving air quality
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car Parking

8.3 Core Strategy (2010)

- CP 4: Housing Quality
- CP 5: Housing Types
- CP 20: Sustainable Energy Use and Energy Infrastructure
- CP 21: Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
- CP 22: Delivering Sustainable Waste Management
- CP 25: Pedestrians and cyclists
- CP 30: Maintaining and Improving the Quality of the Built and Open Environment

8.4 Development Management Document (2014)

- DMD 3: Providing a Mix of Different Sized Homes
- DMD 6: Residential Character
- DMD 8: General Standards for New Residential Development
- DMD 9: Amenity Space
- DMD 10: Distancing
- DMD 11: Rear Extensions
- DMD 13: Roof Extensions
- DMD 14: Side Extensions

DMD 37:	Achieving High Quality and Design-Led Development
DMD 38:	Design Process
DMD 45:	Parking Standards and Layout
DMD 46:	Vehicle Crossovers and Dropped Kerbs
DMD 47:	Access, New Roads and Servicing
DMD 49:	Sustainable Design and Construction Statements
DMD 51:	Energy Efficiency Standards
DMD 53:	Low and Zero Carbon Technology
DMD 56:	Heating and Cooling
DMD 57:	Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD 58:	Water Efficiency
DMD 61:	Managing Surface Water
DMD 68:	Noise

#### 8.5 Other relevant Policy/Guidance

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)  
DCLG Technical Housing Standards – Nationally Described Space Standard (2015)  
London Housing SPG (2016)  
Enfield Waste and Recycling Storage Planning Guidance (2020)

### 9.0 **Analysis**

#### 9.1 Principle of Development

##### *HMO Residential Development*

9.1.1 An increase of available residential stock is acceptable when the proposal complies with all relevant policies and material considerations in the London Plan, the Enfield Core Strategy, and the Enfield Development Management Document. In addition to contributing towards London-wide and Borough strategic housing targets, the proposal must provide quality accommodations and amenities and provide an appropriate mix of housing, while not adversely impacting neighbouring properties, the context and character of the wider area, infrastructure, services, and the environment.

9.1.2 Policy 3.4 of the London Plan promotes the optimisation of housing output within different location types. Policy 3.8 of the London Plan encourages the Council to

provide a range of housing choices in order to take account of the various groups who require different types of housing. The proposal would be compatible with these policies, and CP 2 of the Core Strategy and Policy DMD 3 of the Development Management Document, insofar as it would add to the Borough's housing stock.

- 9.1.3 Consideration must also be given to the relevant policies within the Enfield Core Strategy and Development Management Document that seek to protect the residential amenities of the neighbouring and future occupants, ensure development is in keeping with the character of the area, ensure adequate internal floorspace and external amenity space, and have suitable access. The policies and issues must be balanced with the goal of increasing new housing within the Borough and are discussed in more detail below.
- 9.1.4 HMO's can provide an important form of accommodation for the community and form part of the residential mix of the borough's residential accommodation. It is noted that the bedsits within HMO's are not self-contained units and must be considered as part of the HMO building as a whole are not separate entities

*House in Multiple Occupation*

- 9.1.5 The application site is a large residential property occupied as a house in multiple occupation (HMO) with 9 rooms and 1 self-contained 1-bedroom flat. The stated maximum occupancy is 20 people. The justification and guidance statement for Policy DMD 5 explains that a small HMO (C4) is a house occupied by members of more than one household who share basic amenities such as a kitchen or bathroom. In 2013 the Council confirmed an Article 4 Direction covering the entire borough withdrawing permitted development rights for a change of use to a small HMO from a single dwellinghouse.
- 9.1.6 Each of the 21 rooms will have an en-suite bathroom or shower room, with areas for sleeping, sitting, and built in storage/wardrobes. There will be 5 shared kitchens, for an average of 4.2 rooms per kitchen. No cooking facilities will be provided within the bedsit rooms. The proposed floor plans and layout demonstrate the development will be a genuine HMO accommodation and not a substandard block of studio flats. However, the previous grant of planning permission addressed a concern over future subdivision or conversion to self-contained flats and imposed a condition to prohibit kitchens and/or cooking facilities within the individual rooms, to prevent a resulting form of development that would not meet minimum housing standards. The condition will be carried forward to be included in the current proposal.

## 9.2 Impact on the Character of the Surrounding Area

- 9.2.1 Policy CP 30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. Policy DMD 6 requires development to be appropriate for the existing pattern of development and setting. Policy DMD 8 seeks to ensure that development is high quality, sustainable, has regard for and enhances the local character, can meet the existing and future needs of residents, and protects residential amenity for neighbouring residents. Policy DMD 37 sets out criteria for achieving high quality and design led development, and resists development that is inappropriate to its context or fails to have appropriate regard to its surroundings.
- 9.2.2 The building has a hipped roof over the central portion which is flanked by two flat-roofed wings set back from the front elevation. It is set within a large garden, part of the frontage of which is given over to hard standing used for parking and refuse storage.
- 9.2.3 The surrounding area is predominately residential in character and appearance terraced and semi-detached houses lining Holtwhites Hill, and a group of semi-detached maisonettes running perpendicular to the road with rear aspects facing the west side of the application site. To the east is the Royal British Legion Club/previous fire station that is a dominant landmark on the road and is of a greater height, scale, and mass than surrounding development.
- 9.2.4 The proposed development will involve two-storey side and rear extensions to the existing building as well as an increase in the height of the main roof and front and rear dormer windows. The development will result in the addition of a large area of crown roof and significantly increase the bulk and scale of the building. The current building is relatively modest and residential in scale and somewhat accords with the size and design of neighbouring residential properties. While the proposal would significantly increase its visual prominence in the street scene, this has been mitigated through design revisions and the set back of the side extensions from the main elevations. The British Legion building is a large and prominent building in the street scene. The presence of this existing building allows for a larger development to be acceptable on the application site, as demonstrated on the applicant's existing and proposed street scene elevation drawing (PL-013 Rev. I), copied in part below

### *Proposed Street Scene*



9.2.5 With regard to the forward-facing dormers, Policy DMD 13 states that dormers on front facing roofs will generally only be permitted if they do not materially affect the character of the area and are not dominant or intrusive. In contrast to the refused design, the previously approved design and the current proposal reduced the number of front dormers from 4 to 2. There would also be four front rooflights. As before, the front dormers have been designed with pitched roofs which is preferable to flat roofed dormers. Given the planning history and no change in their design, no objection is raised to these elements.

9.2.6 In keeping with the previous decisions, it is noted that the existing building is not the typical form of development in the surrounding area mostly due to its large garden and forecourt. There is no material evidence of harm to the residential character of the surrounding area from a more densely occupied building on the site. Furthermore, the proposed extended HMO would also offer a higher standard of accommodation than what exists presently while providing diversity in housing choice in the borough.

9.2.7 For the reasons outlined above and as before, the proposed development is in alignment with the goals of London Plan Policy 3.4, Core Strategy Policies CP 5 and CP 30, and Development Management Document Policies DMD 6, DMD 8, DMD 13, and DMD 37.

### 9.3 Standard of Accommodation

9.3.1 Policy DMD 8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. The Department for Communities and Local Government's Technical Housing Standards - Nationally Described Space Standard (2015) applies to all residential developments within the Borough. The London Plan Housing SPG adopted in 2016 has been updated to reflect the Nationally Described Space Standards. However,



there are no standards in the relevant planning policies directly related to HMOs/bedsits.

9.3.2 The DCLG housing and space standards provides internal floorspace expectations for new development illustrated in the table below. Additionally, it describes minimum space standards for bedrooms:

- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom*
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m<sup>2</sup> and is at least 2.15m wide*
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m<sup>2</sup>*

9.3.3 Table 1 of the DCLG standards does not provide standards above a 6-bedroom, 8-person dwelling, nor does it provide specific standards for an HMO. However, the LPA has applied the above standards to the proposed HMO extension as a guide. The 21-bedroom HMO could be reasonably expected to provide a minimum of 7.5m<sup>2</sup> for single bedrooms and 11.5m<sup>2</sup> for double bedrooms.

9.3.4 An additional 128.9m<sup>2</sup> of floorspace is proposed for a total of 356.6m<sup>2</sup> of GIA. The proposed bedroom floorspaces are shown in the table below. Based on DCLG housing and space standards and on the net floor area (not inclusive of shower/bathrooms) depicted on the plans, there would be 4 rooms suitable for single occupancy, 17 rooms suitable for double occupancy, for a maximum total of 38 individuals. However, the applicant's Design and Access Statement notes that a maximum of 37 people would be allowed under HMO licensing standards.

<b>Floor</b>	<b>Bedroom</b>	<b>Net Size (not including en-suites)</b>	<b>Maximum Bed Spaces</b>	<b>Proposed Bed Spaces</b>
Ground	1	18.5 m <sup>2</sup>	2	2
	2	15.6 m <sup>2</sup>	2	2
	3	20.0 m <sup>2</sup>	2	2
	4	15.0 m <sup>2</sup>	2	1
	5	19.2 m <sup>2</sup>	2	2
	6	9.0 m <sup>2</sup>	1	1
	7	11.2 m <sup>2</sup>	1	1
	8	22.9 m <sup>2</sup>	2	2
			Subtotal: 14	Subtotal: 13
First	1	18.9 m <sup>2</sup>	2	2

	2	17.7 m <sup>2</sup>	2	2
	3	19.3 m <sup>2</sup>	2	2
	4	18.8 m <sup>2</sup>	2	2
	5	16.1 m <sup>2</sup>	2	2
	6	18.0 m <sup>2</sup>	2	2
	7	10.3 m <sup>2</sup>	1	1
	8	12.0	1	1
Subtotal: 14			Subtotal: 14	
Second	1	16.4 m <sup>2</sup>	2	2
	2	19.4 m <sup>2</sup>	2	2
	3	15.8 m <sup>2</sup>	2	2
	4	17.1 m <sup>2</sup>	2	2
	5	16.7	2	1
Subtotal: 10			Subtotal: 9	
Total: 38			Total: 36	

- 8.3.5 In accordance with these bedroom size standards and the plans submitted with this application, all bedsit rooms exceed the size standards and benefit from a private en-suite shower or bathroom. However, the bedsit rooms would be undersized for self-contained 1-bedroom flats, reinforcing the need to impose a condition prohibiting future subdivision and the provision of individual cooking facilities within the bedsit rooms.
- 9.3.6 Built-in storage/wardrobes have been proposed for all rooms on the ground and first floors, but none for the rooms on the second floor. It is feasible for the applicant to provide built-in storage for the rooms on the third floor.
- 9.3.7 Policy DMD 9 and Policy 3.5 of the London Plan requires new development to provide good quality amenity space that is not significantly overlooked by surrounding uses. There is no set minimum amenity space requirement for HMO accommodation. The submitted landscaping plan shows that approximately 230m<sup>2</sup> of communal amenity space in the form of a lawn, benches, and both hard and soft landscaping would be provided to the rear and side of the property. This area excludes cycle and car parking, refuse storage, and front garden areas. The proposed amenity area was previously found to be adequate to serve the future occupiers and is found adequate now as well.
- 9.3.8 The quality of habitable accommodation will be acceptable as conditioned. The proposal exceeds the minimum bedroom floorspace standards and has provided adequate external private amenity space, in alignment with Policies DMD 8 and

DMD 9 of the Development Management Document and Policy 3.5 of the London Plan.

#### 9.4 Impact on the Neighbouring Amenity

- 9.4.1 The National Planning Policy Framework identifies as a core planning principle that planning should always seek a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings. Policy 7.6 of the London Plan states that developments should have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy CP 30 of the Core Strategy seeks to ensure that new developments are high quality and design-led, having regards to their context. Policy DMD 8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise, and disturbance.
- 9.4.2 The Inspector's report found that there would likely to be some very limited increase in the general disturbance caused by day-to-day comings and goings of residents above that which would be currently experienced. However, the likely focus for any such disturbance would be the main entrance which would remain in the same location. This faces onto Holtwhites Hill which is a relatively busy road and there is no convincing evidence that this would be of a nature or extent which would materially harm the living conditions of occupiers of neighbouring or nearby residential properties. The Inspector concluded that the living conditions of the occupiers of neighbouring residential properties would not be unacceptably harmed as result of the proposal.
- 9.4.3 A separation of 11m will be retained to the rear of the properties and given the presence of the existing building on the site the proposed development would not be overly dominant or have an unacceptable impact. Furthermore, only small bathroom windows and rooflights are proposed in the side elevation and these will be restricted to being non-opening and obscure glazed by way of a condition. Considering this the development would not result in a loss of privacy for neighbours.
- 9.4.4 The residential properties to the rear of the application site are separated from it by an existing two-storey building and a distance of 25m to their rear garden boundaries. Therefore, the development would not have an unacceptable impact on these neighbouring properties in terms of loss of light, outlook, or privacy.
- 9.4.5 It was considered in the previous approval and in this assessment, that the private amenity areas for the occupiers of the maisonettes which lie to the west of the

application site and whose rear elevations face the side of the extended property should be visually screened from impacts along the site boundary. The 21 bicycle parking spaces and refuse store should also be screened from the boundary shared with the properties to the east. A 2m fence is therefore indicated on submitted plans but details of the fencing have not been included nor any indication if the fence is existing or proposed. A condition will ensure that sight-obscuring fencing for screening the cycle parking area is both installed and maintained.

- 9.4.6 A new Daylight and Sunlight Assessment was submitted that concludes the proposed development is acceptable in terms of daylight and sunlight impacts. It demonstrates minimal impact to neighbouring windows in terms of Vertical Sky Component, Annual Probable Sunlight Hours, and Winter Probable Sunlight Hours. In addition, it demonstrates the two closest gardens to the northwest will retain 99.63%-100% of Amenity Sunlight Hours.
- 9.4.7 Environmental Health identified that there could potentially be increased noise levels in the garden if all residents of the proposed development were to use it at once. This is considered to be unlikely and reference is made to the submitted noise assessment and previous appeal decision. The previous Environmental Noise Assessment was submitted with a letter from the acoustic consultant that states the original assessment is still valid given that there have been no material changes or new development in the vicinity. The assessment concluded the development would not create any noise impact of significance when considered against relevant policies and existing background and ambient noise. The Inspector found on appeal that there was no substantial evidence to lead him to disagree with the conclusions of the Noise Assessment that there would not be significant noise impacts on the neighbouring occupiers as a result of the development.
- 9.4.8 Policy DMD 68 seeks to minimise the negative effects of noise by separation of conflicting uses and by mitigation measures for noise-generating and noise-sensitive uses. Both the HMO and neighbouring dwellinghouses are both noise-sensitive residential land uses, so no separation of the uses is warranted. The area for cycle parking is located adjacent to the boundary shared with the neighbouring gardens and fencing for screening has been conditioned. This effectively creates a setback from the application site garden's usable space and the neighbours' gardens. It would seem unlikely that 37 individuals would all use the garden at the same time. A condition to limit the number of people in the garden at any one time would be difficult to enforce and would prejudice the future residents' right to the use of their amenity space, harming the standard of accommodation. If harmful noise nuisances occur in the future, as is the case anywhere with a residential

property, complaints can be made to the Council or the Police, or handled as a civil matter, as appropriate.

9.4.9 As proposed and conditioned, the development would not significantly impact the residential amenities (noise, privacy, outlook, daylight, and sunlight) appurtenant to the original building or neighbouring properties.

9.5 Vehicle Parking and Cycle Provisions

9.5.1 Policy DMD 8 requires new residential development to provide adequate parking while DMD 45 seeks to minimise car parking and to promote sustainable transport options. The Council recognises that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets. Policy DMD 45 states:

*Car parking proposals will be considered against the standards set out in the London Plan and:*

- a. The scale and nature of the development*
- b. The public transport accessibility (PTAL) of the site;*
- c. Existing parking pressures in the locality;*
- d. Accessibility to local amenities, and the needs of the future occupants of the developments.*

9.5.2 Appendix 7, Table 7.3 of the Development Management Document sets out maximum parking standards for residential development in the London Plan, although there are no standards specific to HMOs. It also requires 20% of all residential parking must be for electric vehicles.

Table 7.3 Parking for residential development

Maximum residential parking standards			
Number of beds	4 or more	3	1-2
	2 -1.5 per unit	1.5 -1 per unit	Less than 1 per unit

9.5.3 The site has a Public Transport Accessibility Level (PTAL) of 3 which indicates that access to frequent public transport is moderate. An updated Transportation

Assessment was submitted<sup>1</sup> that found a parking stress of 79.5% with an average of 31 on-street parking spaces free within a 200m radius of the application site. For comparison, the prior assessment found a stress of 78% and 27 free on-street spaces. The report concludes even if the proposed development resulted in greater parking demand than could be accommodated on-site, the surrounding highway network can adequately accommodate parking.

- 9.5.4 The proposal involves the provision of 5 car parking spaces for 21 rooms and up to 37 occupants. A condition will ensure 1 space (20%) will accommodate charging an electric vehicle. The Inspector's report observed that there are daytime parking restrictions in place along Holtwhites Hill outside the appeal site and further along the south side of the road in both directions, although there is unrestricted on-street parking opposite. Although the Council and Inspector had disagreed about parking provisions, the Inspector found that the site was considered accessible and well served by public transport. This accords with the NPPF core principle of making the fullest use of public transport, walking and cycling and weight must be given to the Inspectors appeal decision.
- 9.5.5 The Inspector has maintained that the proposal would not materially harm highway safety, and there was no evidence to indicate that the residual cumulative impacts would be severe, circumstances required by the NPPF to prevent development on transport grounds. As the parking arrangements have not been modified since the Inspector's appeal findings or since the previous grant of planning permission, no objection is raised here on the principle of the proposed provision of 5 car parking spaces.
- 9.5.6 Appendix 8 of the Development Management Document states the adopted size for a parking bay is 4.8m by 2.4m. The Transport Assessment included a swept path analysis showing a standard vehicle can access the parking spaces. The proposed parking spaces at the front of the property are of an adequate size and will should not overhang onto the footway. Although some available capacity in surrounding streets is found, interested parties commented that the area experiences parking stress, often at times other than overnight. There is the potential that there could be more occupiers with cars than the on-site parking areas can provide.
- 9.5.7 Although the parking was previously approved, and Traffic and Transportation comments had no objection (subject to a condition for cycle parking provisions), tit

---

<sup>1</sup> The Transport Assessment states, 'It is worth noting this [parking] survey was undertaken before the Coronavirus guidance from Government on restricted movements and working'.

is noted the existing dropped kerb(s) may not be of adequate width to serve the parking areas. Adjustments may therefore need to be undertaken. It also appears parking on the footpath adjacent to this section of Holtwhites Hill has taken place in past. A condition to ensure adequate crossovers has been included. A condition to prohibit illegal parking on the pavement is considered redundant but has been included as an informative note to highlight this issue.

- 9.5.8 A total of 21 long-stay and 2 short-stay cycle parking spaces are required pursuant to Table 8.3 of the London Plan (1 space per studio/1-bed unit) and confirmed in consultee comments received Traffic and Transportation. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycle Design Standards (e.g. covered, secured, lit, etc.). Although the locations are identified on the plans, no details for how cycles would be covered, secured, or lit have been provided. A condition has been included to ensure adequate cycle storage.

## 9.6 Refuse Storage

- 9.6.1 Policy DMD 47 specifies that new development will only be permitted where adequate, safe, and functional provision is made for refuse collection. Policy DMD 57 requires all new development to make appropriate provision for waste storage, sorting and recycling, and adequate access for waste collection. The Waste and Recycling Storage Planning Guidance from Enfield Council (EN20/ V2) provides further specifications. No specific details for HMOs are described so the standards for 20+ units have been applied.

- 9.6.2 The development would require 4 x 1,100 litre refuse bins and 1 x 1,280 litre recycling bin. The plans show an area for 5 containers but does not appear to properly consider the width of the bins (1260mm and 1280mm) or how they would be serviced, for example an unobstructed hard surface from the storage area to the nearest vehicular access. In addition, it is considered that due to the potential prominence of the siting of the bins within the street scene, the bins should be screened and/or enclosed so as not to be visible from the street. Accordingly, a condition has been added.

## 9.7 Energy and Water Efficiency

- 9.7.1 Policy DMD 49 states all new development must achieve the highest sustainable design and construction standards and include measures capable of mitigating and adapting to climate change to meet future needs having regard to technical feasibility and economic viability. Policy DMD 51 states further energy efficiency

standards and that all developments will be required to demonstrate how the proposal minimises energy related CO<sub>2</sub> emissions which must adhere to the principles of the energy hierarchy in the policy. This follows policy CP 20 of the Core Strategy which states that the Council will require all new developments, and where possible via retrofitting process in existing development to address the causes and impacts of climate change by: minimising energy use; supplying energy efficiently; and using energy generated from renewable sources in line with the London Plan and national policy. 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 percent CO<sub>2</sub> reduction is required for new residential units.

- 9.7.2 The applicant has not proposed any specific materials, appliances, or fixtures that would conserve energy. For the significantly expanded HMO, it would be expected that the submission of details providing methods of how development would reach 35 percent CO<sub>2</sub> savings above the Part L2A of Building Regulations (2010) as amended. It is noted that Part L1B (for existing dwellings) does not apply as the regulations state they apply to self-contained dwelling units and not buildings with rooms for residential purposes (e.g. student housing) and Part L2B (existing non-dwelling buildings) should be consulted. Part L2B states large extensions greater than 100m<sup>2</sup> and greater than 25% of the useful floor area of the existing building should be regarded as a new building and the guidance in Part L2A (new non-dwelling buildings) followed.
- 9.7.3 No details are provided on how this would be met and thus , a condition has been added requiring a detailed Energy Statement. The Energy Statement should outline how the reductions are achieved via the use of fabric energy efficiency performance, energy efficient fittings, use of renewable technologies, etc. in line with DMD 49 and 51.
- 9.7.4 Water efficiency measures need to demonstrate reduced water consumption using water efficient fittings, appliances, and recycling systems to show consumption equal to or less than 105 litres per person per day in accordance with the standards of Policy DMD 58. The applicant has not proposed any water efficiency measures. However, compliance may be ensured by a condition.

## 9.8 Sustainable Drainage Systems (SuDS)

- 9.8.1 Policy DMD 61 states that a drainage strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. The



policy ensures a development such as the one proposed should seek to achieve greenfield run off rates and must maximise the use of SuDS by including at least one 'at source' SuDS measure resulting in a net improvement in water quality.

9.8.2 The site is not located within a flood zone. The applicant has not proposed any drainage or surface water management plans. The specific SuDS design can be assessed by way of a condition.

## 9.9 Biodiversity

9.9.1 The London Plan and the adopted Core Strategy and DMD seek to protect and enhance biodiversity. Policy DMD 79 states that developments resulting in the creation of 100m<sup>2</sup> or more should provide on-site ecological enhancements and Policy DMD 81 states that development must provide high quality landscaping that enhances the local environment. Most developments can provide ecological enhancements to improve the biodiversity offer on that site. Enhancements could range from anything such as bird boxes to wildlife friendly landscaping or green roofs, depending on the scale of development.

9.9.2 These policies apply to the proposal as it would result in the net gain of 128.9m<sup>2</sup>. Both a hard and soft Landscaping Plan and Planting Plan were submitted and are considered acceptable. A condition will ensure the plantings are installed prior to occupation of the HMO and kept alive and in good appearance. No ecological enhancements were proposed. A condition has been included accordingly.

## 9.10 Accessibility

9.10.1 The national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of Lifetime Homes Standards and given the London Plan Policy 7.2, Development Management Document Policy DMD 8, as well as Core Plan Policy CP 4, the LPA would hold that this optional standard is applicable to all residential development within the Borough.

9.10.2 The London Plan and Enfield policies require all future development to meet the highest standards of accessibility and inclusion. Considering the extent of new construction and renovation of the existing structure, it is feasible to accommodate accessibility and inclusion features in the new dwelling; therefore, a condition will ensure the scheme complies with the optional national technical standard M4(2).

**10. Community Infrastructure Levy (CIL)**

- 10.1 Enfield falls within Mayoral Community Infrastructure Levy Band 2 and therefore development will be liable to pay £60/sqm. The development site is also liable for intermediate rate residential CIL payment of £60/sqm as per the adopted Community Infrastructure Levy Charging Schedule (2016). The development is subject to both CIL rates above.

**11. Conclusion**

- 11.1 Taking the above matters into account but with particular reference to the appeal decision and planning history, it is considered the current development proposal is acceptable and satisfies overarching planning policy. The application is therefore recommended for approval subject to pre-commencement and pre-occupation planning conditions applied to the site.