

COMMITTEE REPORT

Date: 5 March 2015 **Ward:** Huntington/New Earswick
Team: Householder and Small Scale Team **Parish:** Huntington Parish Council

Reference: 14/02613/FUL
Application at: 550 Huntington Road York YO32 9QA
For: Change of use from dwelling (use Class C3) to house of multiple occupation (use Class C4) and single storey extension to rear.
By: Mr D Russell
Application Type: Full Application
Target Date: 5 January 2015
Recommendation: Approve

1.0 PROPOSAL

1.1 The application property is a vacant two-storey dwelling located towards the northern end of Huntington Road. It has three bedrooms on the first floor. There is a small front garden and large rear garden (approximately 38m long). There is a narrow vehicle access to the rear via the side of the house.

1.2 The property is attached to an office (548). The office is currently vacant. The Council's planning records indicate that 548 has been in commercial or retail use since at least the 1980's. The office has been much extended to the rear and has parking for around 3 cars on the hard surfaced front garden.

1.3 It is proposed to extend 550 Huntington Road and change the use of the dwelling to a 5 bedroom house in multiple occupation (Use Class C4). The change from a dwelling to a small house in multiple occupation (3-6 occupants) does not normally require planning permission, however, in York the Council has made an Article 4 Direction requiring planning permission for the change of use from a dwelling to Class C4.

1.4 The external changes proposed include a 5 metre single storey rear extension and the removal of an existing small rear off-shoot. It is intended to provide 4 car parking spaces for the 5 occupiers. Three spaces are proposed in the rear garden and one in the front garden.

1.5 The application has been referred to the sub-committee by the Assistant Director due to the level of local interest and the concerns of local members.

Planning History

1.6 In September 2014 (14/02136/FUL) a planning application was submitted involving number 550 and the adjacent office. Number 550 was intended to be converted to a small HMO (6 bedrooms) and the office converted to a 9 bedroom HMO. A shared car park was proposed to the rear. The application was withdrawn.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (2) 0005

2.2 Policies:

CYH7 Residential extensions

CYGP1 Design

CYH8 Conversion to flats/HMO/student accom

CYGP15 Protection from flooding

CYNE1 Trees, woodlands, hedgerows

CYT2A Existing Pedestrian/Cycle Networks

CYT4 Cycle parking standards

3.0 CONSULTATIONS

INTERNAL

Planning & Environmental Management

3.1 As set out in the Draft Houses in Multiple Occupation Supplementary Planning Document, thresholds of 20% of all properties being HMOs across a neighbourhood and 10% at street level have been established as the point at which a community can tip from balanced to unbalanced. At the neighbourhood level of 550 Huntington Road there are currently 6 known HMOs out of 1309 properties, 0.46%. Within 100m of 550 Huntington Road there are currently no known HMOs out of 43 properties, 0%. As such, in accordance with the provisions of the Draft HMO SPD, neighbourhood street level thresholds have not been breached and further change of use to a HMO is likely to be acceptable. Albeit an assessment of residential amenity (bin storage, parking etc.) and the ability of the area to absorb further change of use should also be undertaken.

Highway Network Management

3.2 No objections to the proposed development from a highways point of view. The developer seeks to convert a semi detached dwelling into a five bedroomed HMO.

Three car movements per hour (averaging 1 every 20 minutes) in or out of the site at peak times would be expected. This would not cause undue extra pressure on the highway from that which is lawfully allowed currently. Access is to be taken from existing vehicular dropped crossing, the visibility is good from the outside of the bend with a large verge behind the footpath. Four car parking spaces are provided for the HMO on site. The number of off street car parking spaces meet the Annex E standards for HMOs and includes a space for visitors. The three spaces at the rear are accessed by a narrow driveway and turning area. One space is provided to the front of the property, similar to neighbouring properties. Cycle parking for the new residents can be provided in accordance with Annex E parking standards and details may be conditioned. The property is close to facilities, Monks Cross and the city centre by bike. A bus stop is located outside the property which will allow residents easy access to the city by public transport.

3.3 A number of objections have been received for this planning application relating to highway safety. No accidents have been recorded by the police in this area for the last 5 years. Parking on street has been cited by a number of residents as a safety problem, although the highway regulation team have no records of complaints of parking in the vicinity of the site. A bus stop is situated outside the property, so parking is not available on street directly outside the property as it would cause obstruction. Some on street parking is available in the vicinity of the site as cycle markings are only advisory. We do not envisage any extra parking to that expected by the residential property as it stands due to the increase in number of parking spaces available within the curtilage of the site. We therefore are unable to pursue any contributions for traffic orders from the developer. However, due to the large volume of traffic concerns raised about the existing parking problem, we have passed the concerns of the residents regarding the existing on-street parking to our Highway Regulation team who will consider adding the issue to 'The annual review of waiting restrictions for the consideration of and changes to double yellow lines'.

EXTERNAL

3.4 A site notice was posted on 3 December 2014 and neighbours consulted by letter. Neighbours, the parish and objectors were further consulted in response to revised drawings showing amended parking arrangements.

Huntington Parish Council

3.5 Object to the application on the following grounds:

- The proposal overdevelops the property and leads to the loss of garden to car parking.
- It harms the area's character. Inadequate refuse provision.
- Loss of family housing.
- The accommodation is sub-standard and would not appeal to working professionals. There would be problems from smoking and anti-social behaviour.
- There is no provision for people with disabilities.
- Insufficient and inadequate parking and turning areas will lead to on-street/on - pavement parking creating a hazard for users of the road and footpath including cyclists and users of mobility scooters.
- The proposal will exacerbate existing foul drainage problems.
- The application says no trees will be lost - this is not true. Builders are not complying with Health and Safety Executive requirements.
- The proposal will not improve the local environment and economy.
- The house is too small to meet the 4 bedroom requirement of Policy CYH8 of the Local Plan.
- On-going construction work is creating local problems.
- Up to 10 residents is out of character - local homes have only a maximum of 4 occupants.
- The proposal conflicts with NPPF advice regarding improving economic, social and environmental conditions.

Julian Sturdy MP

3.6 The site is inappropriate for a HMO due to inadequate car parking provision and the risks that on-street car parking will create to cyclists including school children. The access is on a dangerous section of road. The proposal will exacerbate drainage problems.

Neighbour Notification/Publicity

3.7 120 letters of objections have been received along with a petition signed by 210 people. Some objectors have written to object more than once. No objectors have written to support the scheme following the revisions that were received. The petition opposes the scheme because of safety/highway safety concerns.

The comments that have been received are summarised below.

Traffic and parking issues

3.8 The use could generate up to 10 car users through double occupancy of rooms. The use will also generate many trips by visitors. It is not in a location accessible to non-car users. Will lead to parking on Huntington Road or on nearby side roads. In addition, access to the rear parking is too narrow to be functional. The access only allows one car to enter at a time which will lead to cars reversing on to the road. The turning area is inadequate. Cars entering and existing the site is a hazard to people waiting for buses, including the large number of children who gather after school. Should have parking restrictions outside the property.

3.9 The section of Huntington Road is dangerous and there have be been a large number of accidents (not all reported). Visibility is poor as it is on a curve in the road and a brow of the hill and vehicles travel at high speeds. Cars parked on the street will obstruct neighbours views when exiting. The bus stop is also a hazard. Locals know not to park on the road. Allotment users and parents of school children park in the area. The road is getting busier still and is used by many school children as well as school buses and emergency vehicles. Parked cars conflict with the safety and convenient use of the cycle lane which is widely used by children. The adjacent office already puts pressure on parking and the HMO will increase comings and goings.

3.10 If a septic tank needs to be emptied the access is inadequate (Officer note: Foul drainage is to be to the main sewer).

3.11 Cycle parking within the site is inadequate.

Drainage

3.12 The area suffers from poor surface water and foul drainage. It is an old system and cannot cope with 5 or 10 extra people with 5 shower rooms. Gardens also suffer from poor surface water drainage and the changes will exacerbate this.

Noise and disturbance

3.13 The occupiers will not have the same interest in the community and will not maintain the property. Many occupiers will be transient. The property is already an eyesore. Could be up to 10 or 15 people in the overcrowded home with noise impacts including at night and through vehicles parking in the rear garden (light pollution and fumes). The removal of the planned acoustic fence will detract further. Bin storage is inadequate and a lack of appropriate behaviour in respect to refuse disposal will lead to vermin. Occupants smoking outdoors is intrusive and polluting.

Character

3.14 It is a family area and homes are occupied by families or individuals and couples (there are no flats or HMO's) and the HMO is out of character. It should be a family home as it is close to schools and has a large garden. The front garden should be used for vegetation not parking and the use of the front garden for HMO

car parking is contrary to the Council's own advice. Car parking in the rear is an eyesore and will lead to the loss of green space. Proposed grasscrete is unsightly.

Risk to children

3.15 There are no controls over who will occupy the home and it probably will not be professionals because of the poor quality of accommodation. The location close to schools and child facilities should be noted.

Precedent

3.16 The proposal will be a precedent for other HMOs and if this application is approved the adjacent vacant office will also become a HMO.

Other planning issues

3.17 A bat survey should be carried out.

The HMO could become a hostel/refuge.

Bin storage at the rear is a hazard and this has been confirmed by the safety officer of North Yorkshire Fire and Rescue Service.

4.0 APPRAISAL

4.1 The key issues:

- The principle of the development and planning policy
- Impact on the character of the area
- Impact on residential amenity
- Highway Safety and Parking
- Foul and surface water drainage
- The safety of children
- Harm to wildlife

4.2 The National Planning Policy Framework 2012 (NPPF) sets out the Government's overarching planning policies. At its heart is a presumption in favour of sustainable development. The framework states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. A core principle set out in paragraph 17 is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

4.3 Paragraph 187 states that Local Planning Authorities should look for solutions rather than problems and decision takers at every level should seek to approve applications for sustainable development where possible.

4.4 The Development Control Local Plan was approved for Development Control purposes in April 2005; its policies are material considerations although it is considered that their weight is limited except where in accordance with the NPPF. Policy H7 'Residential Extensions' of the Local Plan sets out a list of design criteria against which proposals for house extensions are considered. The list includes the need to ensure that the design and scale are appropriate in relation to the main building; that proposals respect the character of the area and spaces between dwellings; and that there should be no adverse effect on the amenity that neighbouring residents could reasonably expect to enjoy. Local Plan Policy GP1 'Design' states that development proposals will be expected to respect or enhance the local environment and be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and vegetation. The design of any extensions should ensure that residents living nearby are not unduly affected by noise, disturbance, overlooking, overshadowing or dominated by overbearing structures.

4.5 The Council has a Supplementary Planning Document (SPD) for House Extensions and Alterations. The SPD was subject to consultation from January 2012 to March 2012 and was approved at Cabinet on 4 December 2012. It is described as a draft as the City of York Council does not have an adopted Local Plan. The SPD offers overarching general advice relating to such issues as privacy and overshadowing as well as advice which is specific to particular types of extensions or alterations. The underlying objectives of the document are consistent with local and national planning policies and the advice in the SPD is a material consideration when making planning decisions.

4.6 Policy H8 of the Local Plan relates to conversions including changes to Houses in Multiple Occupation. The specific requirements of the policy are that:

- the dwelling is of sufficient size (min 4 bedrooms) and the internal layout is shown to be suitable for the proposed number of households or occupants and will protect residential amenity for future residents.
- external alterations would not harm the appearance of the area;
- adequate on and off road parking and cycle parking is incorporated;
- it would not create an adverse impact on neighbouring amenity through noise disturbance or residential character by virtue of the conversion alone or cumulatively with a concentration of such uses;
- adequate provision is made for the storage and collection of refuse and recycling.

NB - Case officer comment - it is considered that the four bedroom size threshold is not applicable to small HMO's as at the time the policy was written there was no small HMO use class (3-6 residents) and in the absence of the Article 4 Direction planning permission would not be required for the change of use.

4.7 A supplementary planning document (SPD) entitled 'Controlling the concentration of Houses in Multiple Occupancy' was approved by the Council on 15th April 2012 (and reviewed 2014). The document expands upon policy for assessing applications for new small and large HMO's. The new SPD states that the change of use from dwellings to HMO's will be permitted where:

- a) The property is in a neighbourhood area where less than 20% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/sui generis HMO planning consent and are known to the Council to be HMOs; and
- b) Less than 10% of properties within 100 metres of street length either side of the application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/sui generis HMO planning consent and are known to the Council to be HMOs; and
- c) The accommodation provided is of a high standard which does not detrimentally impact upon residential amenity.

4.8 Policy GP15a of the City of York Local Plan Deposit Draft relates to flood risk. The policy seeks to ensure that sustainable drainage methods are used where practical and proposals do not increase floor risk elsewhere.

4.9 Policy NE1 relates to Trees, Woodlands and Hedgerows. It states that such features will be protected where they are of landscape, amenity, nature conservation or historical value.

4.10 Policy T2a states that permission will not be granted for any development that compromises the safety of users of cycle routes.

4.11 Policy T4 sets out cycle parking standards. The Appendix E standard for homes in multiple occupation accommodation is 1 space per bedroom.

4.12 The car parking standard contained in Appendix E of the Local Plan for an HMO is 1 space per 2 units (bedrooms). Giving a maximum requirement of 3 spaces for a 5 bed HMO. The maximum standard for a 3 bedroom dwelling within use class C3 is 2 spaces.

Principle of development

4.13 The introduction of the Article 4 direction requiring planning permission to change a property from a dwelling to a HMO was driven by evidence to demonstrate that it is necessary to control the number of HMOs across the city to ensure that communities do not become imbalanced. However, the SPD recognises that HMO's make an important contribution to York's housing offer in providing flexible and affordable accommodation. The SPD does not say or imply that individual

HMO's are unacceptable in particular residential areas of the city or that such uses are unacceptable where few are located nearby. Paragraph 50 of the NPPF states that to create 'sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community'.

4.14 The proposed HMO is located adjacent to a bus stop with a regular service between Huntington and the city centre. It is also well related to cycle routes. In addition, there are several employers within walking or easy cycling distance of the property. It is noted that the proposal would lead to the loss of a family dwelling, however, the new accommodation would provide a type of accommodation that is in limited supply in the area. The Local Planning Authority has no controls over the age, employment or educational status of the prospective occupants of the existing or proposed property and there are no reasonable grounds to seek to control this.

4.15 The extended property is an acceptable size to accommodate 5 adults living as a shared house. All of the bedrooms are an adequate size and the communal space is sufficient for 5 individuals. 4 bedrooms are en-suite. It is considered that the rooms would appeal to a cross section of the population. The garden is of a good size and cycle and car parking is conveniently provided. The property has bedrooms on the ground floor and first floor and as such the accommodation could be of value to a person with restricted mobility.

Impact on the character of the area

4.16 The property is being renovated as part of the proposals and it is not considered that the building or extension will appear unsightly in the street.

4.17 The surrounding area is largely residential in character. The proposed HMO is a residential use. It is noted that there are no HMO's in the immediate vicinity, however, this is not a reason to refuse the application. The intention of the Council's SPD on HMO's seeks to avoid an over-concentration of such uses. In this case there are currently 6 known HMOs out of 1309 properties within the neighbourhood area, 0.46%. Within 100m of 550 Huntington Road there are currently no known HMOs out of 43 properties. It is not considered that use of the front garden for the parking of a car is out of character within the area and a section of the boundary wall is intended to be retained. It is not considered that car parking in the rear garden will harm local character given it will be partly screened by fencing. It is noted that there has previously been the use of the rear garden for car parking.

4.18 The rear extension would be adjacent to the blank side elevation of the rear off-shoot of the vacant office. It is sufficiently separated from 552 Huntington Road to avoid undue harm in respect to light or outlook. It will not detract from the streetscene.

Impact on residential amenity

4.19 It is not considered that noise from the occupants of the HMO would cause undue harm. It is noted that the property is not physically attached to another residential property. In addition, Huntington Road is a relatively well used route and as such traffic noise is present. It is noted that a bus stop is located immediately to the front of the property. Objectors' comments regarding the harm from outdoor smoking and parties are noted, however, there is no specific evidence that the occupation of the property as an HMO would give rise to such problems. Environmental protection legislation is in place to protect all residents from unacceptable noise nuisance.

4.20 The key issue in assessing the impact on living conditions is considered to be whether vehicle movements within the rear garden and between 550 and 552 Huntington Road would cause undue harm in respect to noise and light pollution. Properties in this section of Huntington Road vary in terms of their front garden size. Properties to the south of the application property generally have relatively large front gardens which have considerable space to park and turn more than one car. The properties to the immediate north tend to have smaller front gardens with limited parking space. Two properties to the north (562 and 566) have created parking areas to the rear accessed from Huntington Road. It would appear that the occupants of the application property have previously parked cars to the rear, however, the hard surfacing is now partly grown over and a large garage that was located to the rear has been demolished.

4.21 The applicant intends to create three parking spaces to the rear. It is not considered that three parking spaces are excessive in terms of the comings and goings associated with a residential property in a suburban location. It is noted that there is a history of vehicle movements to the rear of the application property. 1.8m high fencing is proposed around the parking area and this will help to limit the impact of nuisance from car headlights. The vehicles will be parked more than 15m from the garden boundary with the property to the rear. It is not considered that any impact from noise, fumes or lighting would be so harmful to overall amenity levels to justify refusal.

4.22 The re-surfacing of the access and turning area will be conditioned to ensure that it is a 'fixed' surface rather than loose gravel. This will help to control noise levels.

4.23 A condition is recommended to require the owner to adhere to a suitable management plan regarding the maintenance of the property .

4.24 There is ample space for refuse storage at the rear of the property. It is not considered necessary to construct an enclosure for the containers as the proposed location is discrete when viewed from the street and neighbouring properties. Bins can be stored an adequate distance from doors so as not to be an obstruction or fire risk.

4.25 It is proposed to make the front garden available for the parking of a car. It is not considered that this would detract from the streetscene as the majority of the front boundary is proposed to be retained and the parking of cars in front gardens is common in the area. Refuse bins and containers are proposed to be stored to the rear.

Highway Safety and Parking

4.26 Issues relating to highway safety have been closely considered by the Council's Highway Network Management Team and regard has been given to the property's location close to schools and a well used bus stop. Car parking standards exceed those contained in the Local Plan. Officers do not consider the use will create highway safety concerns to pedestrians, cyclists, the occupants of the property or other users of the highway.

4.27 A large number of neighbours have raised concerns in respect to the safety of the section of Huntington Road where the property is located and have expressed particular worries about the impact the proposal will have on on-street car parking. Due to the level of concern the matter has been forwarded to the Highway Regulation team who will consider adding the issue to 'The annual review of waiting restrictions for the consideration of and changes to double yellow lines'.

4.28 The provision of 4 car parking spaces for 5 bedrooms is considered appropriate. The maximum car parking standard for HMO's outside of the city centre and district centres contained in the Development Control Local Plan is 1 space per 2 bedrooms. This would equate to 2 or 3 spaces for the proposed HMO. The vehicle access to the side of the house is 2.6m wide. This is sufficient for cars to pass through. The section of access beside the house is straight and only extends for a short distance. For reference the width of most modern cars (with mirrors) falls within the range of 1.9m - 2.15m and car parking spaces are typically 2.4m wide.

4.29 The provision of secure cycle parking is proposed in stores in the rear garden. The design and retention of this can be controlled by condition.

Foul and surface water drainage

4.30 The proposed surfacing of the access and parking areas will be permeable and will not increase flood risk. The extension is not of a scale to enable attenuation of surface water discharge. An informative has been included in respect to the use of soakaways where practical.

4.31 It is not considered that the use of the property by 5 residents would put significant additional pressure on the foul drainage system. The issue has been discussed with officers in the Council's building control team and they do not consider that the changes cause foul drainage concerns.

The safety of children

4.32 Several residents have written to express concerns that the occupants may put at risk the safety of children visiting local schools and centres and waiting at the bus stop. The case officer is not aware of the identity of any prospective occupiers of the HMO and no information has been submitted by objectors to indicate why the occupants would be a risk to children.

4.33 Hostels are not within the C4 use class and as such planning permission would be required for a change from a HMO to a hostel.

Harm to wildlife

4.34 The proposal will not result in the removal of any trees or vegetation that would be worthy of protection by a Tree Preservation Order or is otherwise of significance to the amenity of the wider area. A bat survey is not necessary as works do not impact upon the roof/eaves of the property. An informative can be included outlining the applicant's responsibility in respect to the protected species.

5.0 CONCLUSION

5.1 The key documents against which the proposal is assessed are the National Planning Policy Framework, the Development Control Local Plan that was approved for Development Control purposes in April 2005 and the supplementary planning document (SPD) entitled 'Controlling the concentration of Houses in Multiple Occupancy' approved by the Council on 15th April 2012 (and reviewed 2014).

5.2 The Article 4 direction requiring planning permission for a change from a dwelling to a small HMO within the York urban area came into force in April 2012. The aim of the SPD is to avoid an undue concentration of HMO's in any part of the city. It does not seek to exclude such uses in particular residential neighbourhoods. In addition, concerns relating to HMO's contained within the Council's SPD largely relate to the impact that concentrations of such uses can have rather than the

impact of isolated properties. The introduction to the SPD states that HMO accommodation makes an important contribution to York's housing offer in that it provides flexible and affordable accommodation.

5.3 The number of existing HMO's in the surrounding area is well below the threshold at which it is considered there is an excessive concentration of such uses. The property would generally be considered to be one that would cause minimal impact in terms of neighbouring living conditions as it is not attached to any other residential accommodation. In addition, it is located on a wide and well used road and to the front is a bus stop.

5.4 A number of objectors have stated that the property could be occupied by 10 residents as the rooms are shown to have double beds, however, the Use Classes Order makes it clear that if more than 6 residents occupy a small HMO it is likely to move into the large HMO (i.e. sui generis) use class.

5.5 Many neighbour objections relate to traffic safety issues and the proximity to a school and bus stop. Visibility from the access of the proposed HMO is good and the parking standards within the site exceed the maximum figures set out in the Local Plan. Based on the Local Plan parking standards it is not expected that the level of vehicular comings and goings would significantly exceed that of a family dwelling or that the pressure for parking would normally force residents to park on the street.

5.6 Although the section of Huntington Road where the property is located has a cycle lane, there are no restrictions on on-street car parking. Because of the number of neighbours who have raised highway safety concerns in respect to the dangers of people parking here, the matter has been raised with the Council's Highway Regulation team who will consider the need for double yellow lines.

5.7 It is recommended that the application is approved.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years -

2 The development hereby permitted shall be carried out in accordance with the following plans:-

Revised site plan (2014/42/01 F) received by the Local Planning Authority on 13 February 2015, revised ground floor plan (2014/42/05 E) received by the Local Planning Authority on 24 December 2014, revised elevations (2014/42/07 E) received by the Local Planning Authority on 24 December 2014, proposed first floor

plan (2014/42/06 A) received by the Local Planning Authority on 7 November 2014.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 VISQ1 Matching materials -

4 The property shall not be occupied as a house in multiple occupation until the areas shown on the approved plans for parking and manoeuvring of vehicles and cycles have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of highway safety.

5 Prior to the development coming into use, the vehicular access and parking and turning areas shall be surfaced, sealed and positively drained within the site.

Reason: To prevent the egress of water and loose material onto the public highway and to prevent noise disturbance in the interests of residential amenity.

6 Notwithstanding the submitted details, prior to the occupation of the property as a house in multiple occupation, details of the proposed permeable surfacing of the parking and turning areas within the site shall be submitted to and approved in writing by the Local Planning Authority. The HMO shall not be occupied until the surfacing has been provided within the site in accordance with the approved details, and it shall be retained as agreed.

Reason: To avoid increasing flood risk and to minimise noise from vehicle movement.

7 Notwithstanding the submitted details, prior to the occupation of the property as a house in multiple occupation, details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The house in multiple occupation shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

8 Notwithstanding the submitted details, prior to the occupation of the property as a house in multiple occupation, details of the proposed boundary fence to be erected around the parking and turning area in the rear garden and between the side access and 552 Huntington Road shall be submitted to and approved in writing

by the Local Planning Authority. The house in multiple occupation shall not be occupied until the fencing has been erected within the site in accordance with the approved details, and it shall be retained and maintained as agreed.

Reason: To screen the car parking and minimise the impact of glare from vehicle headlights.

9 The use and development shall be implemented in accordance with the approved plans and thereafter notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no development of the type described in Class A (extensions) or Class B and C (roof addition/alterations) and Class E (outbuildings) of Schedule 2 Part 1 of that Order shall be undertaken at property unless planning permission has first been granted in those respects.

Reason: In the interests of the amenity of the occupants of the House in Multiple Occupation, the Local Planning Authority considers that it should exercise control over the erection of any future extensions and outbuildings that, without this condition, may have been carried out as "permitted development" under the above class of the Town and Country Planning (General Permitted Development) Order 1995.

10 Prior to the occupation of the property as a house in multiple occupation, a management plan shall be submitted to and agreed in writing by the Local Planning Authority and shall be implemented as agreed unless otherwise agreed in writing by the Local Planning Authority. The management plan shall relate to the following areas:

- i) Information and advice to occupants
- ii) Garden maintenance
- iii) Car parking and refuse and recycling facilities
- iv) Property maintenance

Reason: In the interests of the proper management of the property and the amenity of adjacent residents.

7.0 INFORMATIVES: Notes to Applicant

1. INFORMATIVE - BATS

Under the requirements of Wildlife and Countryside Act should any evidence of bats roosting within the roof space be found the Council's ecologist should be notified immediately and work halted.

2. INFORMATIVE - SOAKAWAYS

Where practical soakaways should be used to drain the extension and outbuildings.

3. STATEMENT OF THE COUNCIL`S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraphs 186 and 187) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve an acceptable outcome:

Revised drawings submitted to increase parking provision.

Contact details:

Author: Neil Massey Development Management Officer (Mon/Wed/Fri)

Tel No: 01904 551352