<table>
<thead>
<tr>
<th><strong>Application Number</strong></th>
<th>19/00736/FUL</th>
</tr>
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<tbody>
<tr>
<td><strong>Site Address</strong></td>
<td>87 Windsor Avenue, Worcester, WR2 5NB</td>
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<tr>
<td><strong>Description of Development</strong></td>
<td>Change of use from 3 bedroom house (C3) to 4 bedroom HMO (C4).</td>
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<tr>
<td><strong>Case Officer</strong></td>
<td>Mrs Sally Watts</td>
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<tr>
<td><strong>Applicant</strong></td>
<td>Big Fish Properties Ltd</td>
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<td><strong>Ward Member(s)</strong></td>
<td>St. John Ward</td>
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<tr>
<td><strong>Agent</strong></td>
<td>Big Fish Properties Ltd</td>
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<tr>
<td><strong>Reason for Referral to Committee</strong></td>
<td>Ward Member referral</td>
</tr>
<tr>
<td><strong>Expiry Date</strong></td>
<td>25 November 2019</td>
</tr>
<tr>
<td><strong>Key Issues</strong></td>
<td>The principle of development and whether the proposal would be sustainable form of development having regard to the 3 dimensions of sustainable development in terms of its economic role, social role and environmental role.</td>
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<tr>
<td><strong>Web link to application</strong></td>
<td><a href="https://plan.worcester.gov.uk/Planning/Display/19/00736/FUL">https://plan.worcester.gov.uk/Planning/Display/19/00736/FUL</a></td>
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<tr>
<td><strong>Recommendation</strong></td>
<td>The Deputy Director of Economic Development and Planning recommends that the Planning Committee grant planning permission, subject to the conditions set out in paragraph 9 of this report.</td>
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</table>

1. **Background**

1.1 The application was registered on 19th September 2019 and is due for a decision on 25th November 2019.

1.2 The application has been referred to the Planning Committee at the request of Councillor Udall on the basis that a HMO on this site would be inappropriate.

2. **The site and surrounding area**

2.1 The proposals relate to a traditional inter-war semi-detached dwelling that stands within a predominantly residential area near the end of Windsor Avenue within the St John’s ward. To the rear of the site are allotments which are designated as Green Space.

2.2 The accommodation currently consists of a lounge, dining room and kitchen on the ground floor with three bedrooms and a bathroom on the upper floor. The property has a car port to the side elevation that is served by a driveway with a turning area and small garden that is enclosed by front boundary walls either side of the driveway.
3. **The proposals**

3.1 The application is for conversion of the property to a four bedroom House of Multiple Occupation (HMO). The existing bedrooms on the first floor would be retained, together with the bathroom, with the existing lounge on the ground floor converted into a bedroom with no changes to the living/dining room and kitchen arrangements.

3.2 It is proposed to remove the front boundary wall and provide three off road car parking spaces on the frontage. The existing car port garage would be used to provide a bike rack for 4 bicycles and bin storage.

3.3 The application is accompanied by a full set of plans together with a suite of supporting documents that include:

- Site Plan
- Floor Plans- existing and proposed
- Location Plan
- Property Frontage
- Wheelie bin Access Plan

3.4 In accordance with Article 15 (7) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), full details of the application have been published on the Council’s website. As such, Members will have had the opportunity to review the submitted plans and documents in order to familiarise themselves with the proposals prior to consideration and determination of the application accordingly.
4. **Planning Policy**

4.1 The Town and Country Planning Act 1990 ('the Act') establishes the legislative framework for consideration of this application. Section 70(2) of the Act requires the decision-maker in determining planning applications/appeals to have regard to the Development Plan, insofar as it is material to the application/appeal, and to any other material consideration. Where the Development Plan is material to the development proposal it must therefore be taken into account. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application/appeal to be determined in accordance with the Plan, unless material considerations indicate otherwise.

4.2 The Development Plan for Worcester now comprises:

- The South Worcestershire Development Plan (SWDP), which was adopted February 2016
- The Worcestershire Waste Core Strategy, which was adopted in December 2012

**South Worcestershire Development Plan (SWDP)**

4.3 The following policies of the SWDP are considered to be relevant to the application proposals:

- SWDP1 Overarching Sustainable Development Principles
- SWDP4 Moving Around South Worcestershire
- SWDP14 Market Housing Mix
- SWDP21 Design
- SWDP38 Green Space

**The Waste Core Strategy for Worcestershire - Adopted Waste Local Plan 2012-2027**

4.4 The Waste Local Plan was adopted on 15 November 2012 and is a plan outlining how to manage all the waste produced in Worcestershire up to 2027. The following policies are relevant to this application:

- WCS1 (Presumption in favour of sustainable development)
- WCS17 (Making provision for waste in new development)

**Material Considerations**

1. **National Planning Policy Framework (NPPF)**

4.5 The updated version of the National Planning Policy Framework (NPPF) was published and came into effect on 24th July 2018. The latest version of the National Planning Policy Framework (NPPF) was published and came into effect in February 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It constitutes guidance for local planning authorities and decision takers and is a material planning consideration in determining planning applications.

4.6 All the policies in the NPPF constitute Government's view of what sustainable development in England means in practice: an economic role, contributing to a strong, responsive, competitive economy; a social role, supporting vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment with accessible local services that reflect the community’s needs; and an environmental role,
Paragraph 38 of the NPPF encourages Local Planning Authorities to approach decision taking in a positive way and to foster the delivery of sustainable development. Local Planning Authorities are advised to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

2. National Planning Practice Guidance (NPPG)

4.8 On 6th March 2014 the Government also published National Planning Practice Guidance (NPPG) that has been revised and updated in the meantime and comprises, amongst other matters: Design; Determining a Planning Application; Health and Wellbeing; Noise, and; Use of Planning Conditions.

3. Supplementary Planning Documents

4.9 The following Supplementary Planning Documents are considered to be relevant to the proposals:

- The Houses in Multiple Occupation Supplementary Planning Documents

   The SPD was approved for adoption by the Cabinet at the meeting on 16th September 2014. The SPD provides guidance to applicants and Planning Officers to assess the feasibility of proposals for Class C4 (small HMO) uses and Sui Generis (Large HMO) that arise following the introduction of the Article 4 Direction.

   The scope of the HMO SPD is set out in paragraphs 2.6 and 2.7 of the SPD advising:

   ‘The SPD will be used to provide advice on proposals for change of use of existing properties or new build C4 HMO uses, and includes a percentage threshold guidance that will be used in determining planning applications. It will also apply to proposals for large HMO uses (accommodating more than six persons) which are classed as sui generis use and are not affected by the removal of permitted development rights.’

   Whilst the planning system can influence the location of new HMOs and change of use of existing properties to HMOs, it cannot act to address existing areas with high concentrations of shared residential properties. Planning policies cannot be used to reduce the number of HMOs where they already exist. The Council’s departments will therefore work collaboratively and, where necessary, will use other statutory powers to address any issues arising from existing HMO properties.’

   The SPD sets out the following guidance for the assessment of applications for conversion to House in Multiple Occupation (HMO) use:

   “To support mixed and balanced communities, planning permission will be granted for proposals for use class C4 small Houses in Multiple Occupation or sui-generis large Houses in Multiple Occupation, provided that:

   a. The proportion of HMO dwellings does not exceed 10% of all residential properties within a 100 metre radius of the application site; AND
b. The granting of planning permission will not result in the creation of more than two adjacent properties in HMO use; AND

c. The proposal does not have an adverse impact on the amenity of nearby properties by ensuring:

- Adequate provision for off street parking;
- Highway safety and ease of access for emergency vehicles;
- Regard is given to Secured by Design guidance, particularly relating to occupier security, as published by the Association of Chief Police Officers (ACPOS);
- Sufficient provision for waste and recycling;
- The proposal is in keeping with the character of the area; AND

d. The HMO accommodation will meet the Council’s prescribed housing standards as set out in Appendix 3 of this SPD.

In exceptional circumstances, within areas that have a very high concentration of HMOs, planning permission for HMO use may be granted where it can be demonstrated that there is no market demand for continued C3 occupation.

- South Worcestershire Design Guide SPD

  The Design Guide SPD was adopted on 5th March 2018 and replaces the previous Supplementary Planning Guidance Note 3: Design (SPG3). Both documents encourage high standards of design for development proposals in accordance with the aims and interests that the NPPF seeks to protect and promote in this regard. The Design Guide SPD is consistent with the planning policies in the SWDP.

- Planning for Health in South Worcestershire SPD

  The Planning for Health SPD - primarily focuses on the principal links between planning and health. It provides guidance and interpretation of the SWDP from a public health perspective. The SPD addresses following nine health and wellbeing principles:

  - Sustainable development
  - Urban form - design and the public realm
  - Housing and employment
  - Age-friendly environments for the elderly and those living with dementia
  - Community facilities
  - Green infrastructure and play spaces/recreation
  - Air quality, noise, light and water management
  - Active travel
  - Encouraging healthier food choices

- Renewable and Low Carbon Energy SPD

  The Renewable and Low Carbon Energy SPD relates to policy SWDP 27 of the South Worcestershire Development Plan, which seeks to promote a percentage of energy requirements on qualifying development sites to be provided from renewable energy and/or low carbon sources. The policy also requires large scale development to examine the potential for decentralised energy and heating networks, and also sets out the policy approach for stand alone renewable and low carbon energy schemes (with the exception of wind turbines).
4. Worcestershire’s Local Transport Plan (LTP4) 2018 – 2030

4.10 LTP4 set out issues and priorities for investment in transport infrastructure, technology and services, focussed on supporting travel by all modes. In accordance with national and local objectives, a series of local transport-specific objectives are identified in the LTP4:

- "To support Worcestershire’s economic competitiveness and growth through delivering a safe, reliable and efficient transport network.
- To limit the impacts of transport in Worcestershire on the local environment, by supporting enhancements to the natural environment and biodiversity, investing in transport infrastructure to reduce flood risk and other environmental damage, and reducing transport-related emissions of nitrogen dioxide, particulate matter, greenhouse gases and noise pollution. This will support delivery of the desired outcomes of tackling climate change and reducing the impacts of transport on public health.
- To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel.
- To optimise equality of opportunity for all of Worcestershire’s citizens with the desired outcome of creating a fairer society.
- To enhance the quality of life for Worcestershire’s residents by promoting a healthy, natural environment, for people, wildlife and habitats, conserving our historic built environment and preserving our heritage assets."


4.11 The 'Streetscape Design Guide' (SDG) was produced to aid architects, engineers, planners, developers, designers and other professionals in preparing transport infrastructure related to new developments. It is to be considered in conjunction with Manual for Streets 1 and 2, as well as the Design Manual for Roads and Bridges.

4.12 Chapter 4 relates to ‘Planning for Parking’ and seeks to provide an approach as to how car parking in Worcestershire should be provided to support development in a manner which embraces the NPPF.

4.13 The Design Guide states that Houses of Multiple Occupancy (HMO’s) have their own separate use class and as such require a separate parking standard. Typically HMO’s in Worcestershire are located near academic establishments and are in existing residential communities, and as such are attractive to students, however this is not exclusively the case. HMOs which have 4 bedrooms or less do not require planning permission (except in Worcester), therefore no standards are indicated for sub 5 bedrooms. Cycle storage at a ratio of 1 space per bedroom should be provided where they are sheltered, secure and easily accessible.

5. Planning History

5.1 There is no recorded planning history for the site.

6. Consultations

6.1 Formal consultation has been undertaken in respect of the application. The following comments from statutory and non-statutory consultees and interested third parties have been received in relation to the original and amended proposals and are summarised as follows:
Neighbours and other third party comments: 10 objections have been received from the occupants of 54, 58, 62, 68, 72, 85, 87, 89, 93 and 97 Windsor Avenue on grounds relating to the following matters:

- Concern it will exacerbate existing car parking issues
- Noise and anti-social behaviour
- Concern it will alter the character and demographic of the street
- Concerns regarding access from emergency services and refuse
- Concern for community spirit
- Concern that the 10% will be met/exceeded

Worcester City Council - Refuse and Recycling: comment regarding capacity of bins and access is required.

Worcester City Council Private Sector Housing: no comment

Worcester City Council – Planning Policy: no objection

Worcestershire County Council (Highway Authority): no objection

Worcestershire Regulatory Services (Nuisance): No objection

West Mercia Constabulary Crime Risk Manager: no objection

6.2 Members have been given the opportunity to read all representations that have been received in full. At the time of writing this report no other consultation responses have been received. Any additional responses received will be reported to members verbally or in the form of a late paper, subject to the date of receipt.

6.3 In assessing the proposal due regard has been given to local residents comments as material planning considerations. Nevertheless, I am also mindful that decisions should not be made solely on the basis of the number of representations, whether they are for or against a proposal. The Localism Act has not changed this, nor has it changed the advice that local opposition or support for a proposal is not in itself a ground for refusing or granting planning permission unless it is founded on valid planning reasons.

7. Comments of Deputy Director of Economic Development and Planning

7.1 Policy SWDP1 of the South Worcestershire Development Plan sets out overarching sustainable development principles and these are consistent with the Framework. The various impacts of the development have to be assessed and the benefit and adverse impacts considered, establishing whether what is proposed is sustainable development. Taking the above matters into account I consider the main issues raised by the proposal relate to the principle of development and whether the development would be sustainable, having regard to the 3 dimensions of sustainability set out in the Framework: economic, social and environmental, in particular with regard to:

1. The economic role;

2. The social role:
   - Impact on adjoining residents
   - Quality of proposed living environment
   - Crime risk

3. The environmental role:
7.2 These issues will now each be considered in turn.

**The Principle of Development**

7.3 The scheme is subject to the general policies regarding development within the city boundary. Of particular relevance are policies that relate to Housing Mix (SWDP14) and the HMO SPD which is direct policy relating to this change of use application. The policy gives clear criteria which the property must meet in order to be considered acceptable in policy terms, although it is still required to meet the wider policy framework including policy SWDP 21 which includes amenity and community considerations.

7.4 Worcester City Council Policy Team has advised as follows:

‘The HMO SPD places a 10% threshold on the number of HMOs within a 100 metre radius of an application site. The evidence for the 10% threshold was garnered through a review of the current percentages of HMOs in Worcester’s wards coupled with an analysis of percentage thresholds from other local authorities and best practice. The threshold was introduced to ensure that ‘over-concentration’ of HMOs within a specific area of the city does not occur.

The HMO SPD establishes a proximity approach to assessing if a proposal complies with the 10% threshold. The numbers of total dwellings and HMOs within a 100 metres radius around an application site are calculated to assess the percentage of total properties in HMO use.

Within 100 metres of this application site there are 3 existing HMOs with planning permission which represents 7.5% of the total number of properties within this area. The addition of one additional HMO in this area will increase the percentage of HMOs to **10%** and will therefore not exceed the 10% threshold on HMO uses set by the Council’s adopted HMO SPD. Additionally, the proposed HMO will not result in the creation of more than two adjacent properties in HMO use.’
application site is marked as X.

7.6 The intention of the 10% threshold is to ensure that the impacts of noise, disturbance and activity as well as access and facilities are not exceeded.

7.7 As demonstrated in the above plan, there would not be a breach of criteria of the HMO SPD which states that there must be no more than 2 adjacent HMOs.

7.8 As such the scheme does meet the policy requirements of section a and b of the HMO SPD. However, the wider impacts of the application will be considered in greater detail. With due consideration to whether the proposals would represent a sustainable form of development, particularly in relation to the impact on neighbouring and future residents’ amenities, impact on the character of the area, car parking and highway safety, provision for waste and recycling, and compliance with the Council’s housing standards.

7.9 There is no development which would affect the green space designation and be affected by policy SWDP 38 as the designation is to the rear of the site.

Sustainable Development

1. The economic role

7.10 The site would provide a rental income for the owner and provide housing for multiple adults who would add to the local employment workforce or students in full-time education, both of whom would contribute towards the maintenance and vitality of local services and facilities. In my opinion this weighs in favour of granting planning permission.

2. The social role

Impact on adjoining residents

7.11 The key aim is to provide an assessment of the impact on neighbouring residents and proposed residents of the HMO of the proposal. One means if assessing the impact is set out in the HMO SPD as the means of calculating the local density of HMOs. Allowing an assessment of a maximum threshold defined in the HMO SPD of 10%, beyond which the impact on the local community is considered excessive.

7.12 The spatial approach demonstrates that there is not a cluster of the more intensive occupation of the dwelling as a HMO which could cause excessive levels of harm but the impact is more dispersed in the local area.

7.13 I have noted and considered the points made by local residents and their concerns regarding their perceived impact of the proposed HMO. I also note that no objection to the application has been raised by the Private Sector Housing Team, the Planning Policy Team Leader in relation to compliance policy SWDP 14, Regulatory Services with regard to noise, or West Mercia Police.

7.14 There are no proposed extensions or alterations which would affect the residential amenity of neighbouring properties through overlooking, loss of light or loss of privacy. The proposed room arrangements, i.e. the use of the lounge as a bedroom looking out over the forecourt and highway, limit the amount of overlooking of neighbouring properties to a similar level to the current arrangement limits overlooking to no more than is possible from the current arrangement.

7.15 In terms of noise and disturbance, I do not consider the impact would be significantly greater to residents beyond the adjoining properties in these circumstances when
considering the road layout, proximity and the local context. I am of the view that there would not be any significant increase in the activities at the premises when compared to the existing lawful use of the property as a 3 bed family dwelling. The property would have the capacity to accommodate conversion to a HMO with all rooms being of a good size with sufficient communal facilities. As such, I do not consider that a materially significant or unacceptably harmful degree of intrusion would occur through noise or disturbance in comparison with the former level of occupation.

7.16 A condition requires the submission of a management plan that sets out the details for managing the HMO. This will ensure the safeguarding of amenities for local residents particularly with regard to the resolution of complaints from neighbouring residents; control of noise levels; and control of anti-social behaviour. This can act as a guide for residents, neighbours and the landlords and acting agents regarding the practice and protocols regarding excessive behaviours and the action which can be taken if incidents of anti-social behaviour occur.

7.17 The active management of the proposed HMO is likely to resolve many of the areas over which planning is able to exercise control, beyond which it is the responsibility of other enforcement agencies, such as Regulatory Services and the Police, to monitor and enforce.

7.18 The building is considered to be of a sufficient size to accommodate the number of tenants proposed and that adequate amenity space is provided to meet the needs of future occupants without causing harm to the amenities enjoyed by neighbouring residents through noise or disturbance. In my opinion, the submitted proposal will also not result in opportunities for overlooking of neighbouring properties. Whilst I empathise with the neighbouring residents’ concerns regarding the impact of the change of use and the concerns that the cumulative impact may have on the local character and local community spirit, I do not see this application being the tipping point at which harm would be generated.

**Quality of proposed living environment**

7.19 In accordance with the HMO SPD the HMO accommodation will meet the Council’s prescribed housing standards. The scheme has been carefully considered in this regard and the internal layout revised to address officer concerns regarding security and ensuring it meets the requirements of the Private Housing licensing team and the Crime Risk Manager.

7.20 When scrutinised, the physical changes to the building are limited within this proposal with the introduction of more car parking spaces on the frontage being the main alteration.

7.21 With regard to the level of accommodation proposed I consider that the proposed room sizes and facilities are sufficient to meet the operative housing standards.

**Crime risk**

7.22 The applicant has provided details of the security arrangements for the proposed HMO which meets the requirements of the Crime Risk Manager and has no objection to the proposal.

**The environmental role**
Access, car parking and highway safety

7.23 The HMO SPD requires that due consideration must also be given to what, if any, impacts the change of use will have, specifically in relation to parking and highway safety. The operative parking standards of the Local Planning Authority are set out in the adopted Houses in Multiple Occupation SPD (October 2014). These are based on the adopted standards for residential development set out in the former City of Worcester Local Plan, which has been superseded by the South Worcestershire Development Plan 2016, and relate to three parking zones. In this regard, the site is located within Zone 3 wherein a total of three parking spaces are required for 4 bedroom HMOs.

7.24 The Worcestershire County Council Streetscape Design Guide is also a material planning consideration. However, it does not prescribe any standards for HMOs with less than 5 bedrooms.

7.25 Paragraph 5.17 of the HMO SPD states that:

Notwithstanding the parking provisions in Table 6, it is important for each planning application to be assessed on an individual basis, especially in relation to on-street parking. For example, on-street parking may be permissible on a wide and quiet street, but this may not be the case on a narrow street that already incurs problems with on-street parking. Tandem parking will not be acceptable due to the potential of fellow occupants not being available for the removal of obstructing vehicles, giving rise to on-street parking for convenience.

7.26 The first sentence here is important. The second simply provides an example into how and where on-street parking may be convenient, but ultimately the views of the Highway Authority are important in the final decision for each individual application on its own merits. The parking standards are in the SPD to help guide decisions on planning applications, but paragraph 5.17 demonstrates that there may be cases where an element of discretion is needed.

7.27 Paragraph 109 of The National Planning Policy Framework 2018 states that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.28 The Highway Authority has been consulted on the application and has raised no objection to the proposals and has commented as follows:

"The proposed 4no. bedroom HMO which is located towards the end of a residential cul-de-sac will require 3 parking spaces in line with standards and these are to be provided on the frontage as shown on the submitted plan. The first 5m of the access measured from the edge of the carriageway must be surfaced in a bound material. It is noted that an extension to the existing dropped kerb has been indicated and these works must be carried out by WCC contractors Ringway as per the note below.

Cycle parking for 4 cycles in the existing carport at the side of the dwelling has also been indicated however the applicant must ensure that the cycle parking is secure and racks could be provided within the carport for cycles to be locked to individually.

The Highway Authority has undertaken a robust assessment of the planning application and concludes that the proposal would not be contrary to Para. 109 NPPF and therefore there are no justifiable grounds on which an objection could be maintained."
7.24 I appreciate the concerns that have been expressed regarding the level of car parking proposed to serve the development and the potential increase in demand for roadside parking in the vicinity of the site. Whilst I concede that this element of the proposals has the potential for displacement onto highway network and to cause stress on nearby on street car parking, nevertheless I note the evaluation of the highway department and consider it would be difficult to successfully argue harm caused when the evaluation of the County council is that the proposal is acceptable.

8. Conclusion and planning balance

8.1 The NPPF identifies a series of components that are considered critical to achieving sustainable development. In my opinion, the above assessment of the planning application proposals against the planning policy framework demonstrates that the application responds to, and is in accordance with, the requirements of the adopted planning policy within the development plan and material considerations relevant to the determination of the application.

8.2 Whilst the assessment is not an exhaustive list of all policies that are potentially applicable to this site, it seeks to address how the proposals respond to the key planning criteria in the planning policy framework against which the planning application will be determined.

8.4 Where a development is found to be sustainable development, a presumption in favour applies. In accordance with policy SWDP 1 the decision taker should grant planning permission for such developments, unless material considerations indicate otherwise or, where specific policies in the Development Plan or material considerations indicate development should be restricted.

8.5 Whilst there is no planning policy objection in principle to the proposal, nevertheless due regard has been given to whether the development would be sustainable, having regard to the 3 dimensions of sustainability set out in the Framework: economic, social and environmental.

8.5 In economic terms, the proposal would provide a rental income for the owner and provide housing for multiple adults who would add to the local employment workforce or students in full-time education, both of whom would contribute towards the maintenance and vitality of local services and facilities. For this role of sustainable development, the balance would be in favour of granting planning permission.

8.6 With regard to the social role, the main issue is the impact on the amenities of local residents. The proposal has generated a high number of objections, especially from those close to the application site, and many of these focus around the impact of the additional HMO and the cumulative impact and the exacerbation of impact on the harm generated by existing HMOs. These are significant concerns which are to be given appropriate weighting in the determination of this application. However, I note that that the development is not contrary to the guidance set down at national or local level.

8.7 On balance, I find that occupation of the property as a HMO would not result in an unacceptable degree of harm. The recommended management plan would set out clear parameters for residents, neighbours and the landlord regarding action that is required to be taken and also the level of expected amenity that the residents have the right to expect. This is a factor to which I also attach significant weight.
8.8 I acknowledge all comments received as part of the consultation process and consider all material planning issues have been considered in the determination of this application. Having regard to the totality of the policies in the Framework, I consider that he proposed development is sustainable when looking at its social, economic and environmental impacts. In my opinion, the adverse impacts of the development do not significantly and demonstrably outweigh the benefits. Overall it is considered that the proposals constitute an environmentally, socially and economically sustainable form of development that meets the criteria set out in the HMO SPD, accords with the relevant policies of the Development Plan and would broadly accord with the Framework when read as a whole. Consequently, it is recommended that planning permission is approved with the relevant conditions in place.

9. **Recommended conditions**

9.1 In the event that members resolve to grant planning permission the following conditions are recommended:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   **Reason:** To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in accordance with the following approved plans and associated documents and the specifications and recommendations contained therein, except where otherwise stipulated by conditions attached to this permission

   - Site Plan
   - Floor Plans- existing and proposed
   - Location Plan
   - Property Frontage
   - Wheelie bin Access Plan

   **Reason:** To ensure compliance with the approved scheme

3. The development hereby approved shall not be occupied until the access including dropped kerb extension and parking facilities including cycle parking shown on the submitted plan have been provided with the first 5m of the access surfaced in a bound material. These areas shall thereafter be retained and kept available for their respective approved uses at all times.

   **Reason:** In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway.

4. Full details of a management plan for the use of the property hereby approved shall be submitted in writing and agreed by the local planning authority. This will include details of the management of the following:-

   - Resolution of complaints from neighbouring residents;
   - Control of noise levels;
   - Control of anti-social behaviour
   - Details of the management of refuse on the site including measures in place ensuring they are returned to the rear amenity space.
Reason:- To safeguard the amenities of neighbouring residents in accordance with policy SWDP 21 of the South Worcestershire Development Plan and the aims and objectives of the National Planning Policy Framework in this regard.