

Location **176 Golders Green Road London NW11 8BB**

Reference: **18/3970/FUL** Received: 26th June 2018
Accepted: 26th June 2018

Ward: Golders Green Expiry 21st August 2018

Applicant: Mr Neil GOODMAN

Proposal: Conversion of premises into 1no self-contained flat (C3-use) at ground floor level and upper levels to be converted into HMO (C4 Use) for shared use of up to 6 people. Associated cycle store, refuse and recycling

Recommendation: Approve subject to conditions

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Block plan, HD1051/7000, HD1051/9001A, HD1051/8000, HD1051/8001, HD1051/8002, HD1051/9002, HD1051/9003, HD1051/9004B, HD1051 9000A

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 The use of the outbuilding hereby permitted shall be used for cycle parking as shown on the approved drawing and at all times be ancillary to and occupied in conjunction with the main building and shall not at any time be occupied as a separate unit or dwelling.

Reason: To ensure that the development does not prejudice the character of the locality and the amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 4 The House of Multiple Occupation hereby approved must be occupied by no more than 6 persons at any time.

Reason: To safeguard the amenities of neighbouring occupiers.

- 5 Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

- 6 The roof of the rear extension and the roof of the existing outbuilding shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

- 7 a) Prior to first occupation of the hereby approved development, a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has been submitted to and agreed in writing by the Local Planning Authority.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 8 Prior to commencement of development details of refuse collection and bin store location shall be submitted to and approved in writing by the Local Planning Authority. The refuse collection store shall be located within 10 metres of the Public Highway.

Reason: To ensure that the access to the refuse store is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 9 No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. Staff travel arrangement;
- ix. details of contractor's compound and car parking arrangements;
- x. Details of interim car parking management arrangements for the duration of construction;
- xi. Provision of a competent banksman;
- xii. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 10 Before the development hereby permitted is occupied 4 car parking spaces as indicated on drawing No. HD 1051/9004 submitted with the planning application including the access to the parking spaces shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 11 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 12 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 6 % in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 13 Before the building hereby permitted is first occupied the proposed windows in the side elevation facing north west shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening at 1.7m or above.

Reason: To safeguard the privacy and amenities of occupiers of proposed and adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to

assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

- 2 Informative: Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 3 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a crossover allowed from a public highway is 4.8 metres.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 4 All HMOs must comply with the requirements of The Management of Houses in Multiple Occupation (England) Regulations 2006 or in the case of an HMO falling within Section 257 of the Housing Act 2004, the Licensing and Management of Houses in Multiple Occupation (Additional Provisions) (England) Regulations 2007.

Further information concerning these Regulations can be found at:

<http://www.legislation.gov.uk/uksi/2006/372/contents/made>

http://www.legislation.gov.uk/uksi/2007/1903/pdfs/uksi_20071903_en.pdf

- 5 HMO standards also includes means of escape, structural fire protection, automatic fire detection, emergency lighting and firefighting equipment and in the usual course of events, the current Building Regulations will have been satisfied with respect to these matters. Please note that standards refer to the LACORS 'Guidance on fire safety provisions for certain types of existing housing' which are applied in relation to licensing and other Housing Act functions, usually after consultation with the London Fire Brigade. A copy of this document can be obtained as follows:

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Or on line at <https://www.cieh.org/media/1244/guidance-on-fire-safety-provisions-for-certain-types-of-existing-housing.pdf>

Officer's Assessment

1. Site Description

The property is a three storey semi detached dwelling situated on the northern side of Golders Green Road in the Golders Green ward. It probably dates from the 1920s and is characteristic of much property along the road. The application site is not a listed building and does not lie within a Conservation Area. There is a Borough wide Article 4 Direction which restricts the permitted change of use from C3 to C4.

The property currently is divided into three flats and there is an existing single storey outbuilding to the rear.

The site is located approximately 80m from the edge of Golders Green Town Centre and is in an area with a variety of land use including residential, hotels and health centres.

The site has a PTAL of 3 although is almost on the border with 4. This reflects the proximity of regular bus routes and stops and Golders Green underground and coach station approximately eight minutes' walk away.

2. Site History

Reference: 15/00661/FUL

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Approved subject to conditions

Decision Date: 18 March 2015

Description: Conversion of dwelling into 3no. self-contained flats

Reference: 15/07258/191

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Unlawful

Decision Date: 29 February 2016

Description: Construction of a single storey detached building in rear garden

Reference: F/04104/14

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Application Returned

Decision Date: No Decision Made.

Description: Conversion to form 3no self contained flats

Reference: F/04146/13

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Approved subject to conditions

Decision Date: 10 December 2013

Description: Single storey rear extension and roof extension involving front dormer window.

Reference: F/00207/14

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Prior Approval Not Required

Decision Date: 11 March 2014

Description: Single storey rear extension, with a proposed depth of 6metres from the original rear wall, eaves height of 3metres and maximum height of 3metres

Reference: F/00728/13

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Refused

Decision Date: 8 May 2013

Description: Conversion of property into 3no. self contained units. Single storey rear extension, first floor rear extension and roof extension involving enlargement of existing rear dormer and creation of new front dormer. New hardstanding to front driveway to facilitate 3no. off-street car parking spaces. Associated hard and soft landscaping and refuse storage

Reference: F/00503/12

Address: 176 Golders Green Road, London, NW11 8BB

Decision: Refused

Decision Date: 13 July 2012

Description: Roof extension involving new front and rear dormer windows, single storey rear extension and change of use from residential dwellinghouse to hotel.

Reference: 17/6057/FUL

Address: 224 Golders Green Road, London, NW11 8BB

Decision: Approved subject to conditions

Decision Date: 03/11/2017

Description: Conversion of property into HMO (C4 Use) for shared residential use of up to 5 people following single storey rear extension

3. Proposal

Conversion of premises into 1no self-contained flat (C3-use) at ground floor level and upper levels to be converted into HMO (C4 Use) for shared use of up to 6 people. Associated cycle store, refuse and recycling.

The ground floor flat is a two bedroom /four person unit with a private rear garden area of 44sqm.

The HMO is made up of six one-person bedrooms with one shared kitchen per floor.

4. Public Consultation

Consultation letters were sent to 188 neighbouring properties. 5 responses have been received, comprising 5 letters of objection.

The objections received can be summarised as follows:

- Loss of single dwelling
- Increase in anti-social behaviour
- Inappropriate location for HMO
- No justification for HMO as need not defined
- Car parking pressure
- Lack of refuse

Highways Officer: No objection subject to conditions and informatives

HMO Licensing: The ratio of rooms to facilities appears to accord to standards but an HMO license would be required.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 24th July 2018. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS6, CS9, CS10, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM08, DM09, DM17

The Council's approach to development as set out in Policy DM01 is to minimise the impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

5.2 Main issues for consideration

The main issues for consideration in this case are:

- The suitability for an HMO in this location
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents.
- Whether the scheme complies with HMO standards
- Highways and parking

5.3 Assessment of proposals

The suitability for an HMO in this location

In assessing the principle of HMOs, Policy DM09 states that proposals for new HMO will be encouraged that they meet an identified need, can demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area, are easily accessible by public transport, cycling and walking and meet the relevant housing standards for HMO.

The information provided highlights the number of HMOs within the vicinity of the application site as a way of demonstrating that the area has an obvious need for low cost accommodation. However, the presence of other HMOs in the area does not necessarily demonstrate an identified need for HMO type accommodation in this location particularly, given HMOs were allowed under permitted development prior to the implementation of an Article 4 in May 2016 and therefore are present across the borough. It is acknowledged that there are institutions which would attract a demand for low cost accommodation within proximal distance to the application site. However, it is considered that the examples provided such as primary schools and Middlesex University in Hendon could be used as a justification for the suitability of any number of HMO applications within the Golders Green Ward. Therefore, while it is important to demonstrate need and the applicant has to a degree, it is not sufficient alone to substantiate the suitability of the application site for a HMO.

More significant weight has been given to the location of the application site which is deemed in addition to the identified need, to be suitable for a HMO. The location, as outlined in the Site Description section above highlights the good level of accessibility the application site enjoys. It has a PTAL rating of 3/4 which is above average and is located on a main road in proximity to the following:

- Golders Green Town Centre boundary (80m)
- Golders Green Tube Station (350m)
- Bus stop (25m)

The location is not within Golders Green town centre which extends to 154 Golders Green Road. However, it is within 80 metres of the boundary of the town centre. Moreover, the immediate area is in a variety of land uses. There are hotels at 170 Golders Green Road, 151 Golders Green Road and 155-159 Golders Green Road, all outside the town centre and within close proximity of the site. There are medical health centres at 168 Golders Green Road and 188 Golders Green Road, and a dental care centre at 192 Golders Green Road. Permanent residential accommodation is also varied within this section of Golders Green Road, both mansion blocks, flats and houses, with Eagle Court mansion block extending from 180 Golders Green Road to the junction with Gloucester Gardens.

Based on the mixed character of the area surrounding the application site, it is not deemed that the introduction of a HMO would harmfully alter the character of this section of Golders Green Road. Therefore, while the application site is not located within a town centre location, it is considered that the accessibility level is sufficiently high enough and the character of the area suitably mixed to justify a HMO at the application site. It is this that has been given the most weight in determining the suitability of the application site for a HMO, with the identified need a collaborating factor.

In summary, it is considered that the principle of a HMO at the application site is acceptable given the mixed character of this section of Golders Green Road and its proximity to key transit routes and modes. The information provided to evidence an identified need has been given less weight than the above, but is sufficient to demonstrate there is a need for low cost accommodation in this location. Furthermore, it is not considered that harm would be caused to the character of this section of Golders Green Road and given there is sufficient space for off-street parking, and local amenities and transit stops are within walking distance, it is not expected that the amenity of neighbouring occupiers will be harmed as a result of the proposed HMO use.

Impact on the character of the area

The proposal involves no external alterations to the property. The assessment above describes the context into which the proposal would fit. It is considered that the proposal would not be out of character with existing uses in the area and that the impact on the character of the area would be relatively small, and not materially detrimental.

Impact on the amenities of neighbours

The proposal does not involve any material external alterations and there would therefore be no loss of daylight, sunlight, privacy or aspect for adjacent occupiers. However, HMOS can involve an intensification of use creating more activity than would be the case with single dwelling houses. However, the conversion to an HMO is for single bedrooms and the equivalent conversion to a maisonette could generate as many bed spaces. Moreover, the site is located on a main thoroughfare with a variety of land uses.

Whether the scheme complies with HMO standards and conversion standards

The floor layout and room sizes are acceptable and would comply with the relevant HMO licensing standards. All six bedrooms would comply with floor areas for one room/one person lets. Four of the six units have their own shower and wc., and the remaining two share a bathroom.

The property will be operated by a specialist HMO management company who is aware of the space requirements of a HMO property. Nevertheless, a condition will be attached to limit the number of occupants to 6.no persons as outlined within this application, in order to ensure the space standards remain suitable for the number of occupants proposed.

The ground floor unit will remain a self-contained flat. It will have two double bedrooms and the overall floor area of 114sqm GIA accords with policy standards. The private amenity space to the rear, of 44sqm, accords with policy. The unit will be dual aspect with glazing to three elevations, allowing acceptable light and outlook.

Highways

The application proposes 2.no off-street parking spaces to the front of the property and 9.no cycle spaces to rear. DM17 states that 1 to less than 1 parking space should be provided per 1.no bedroom unit. As the HMO is for 6.no people, the proposal would have a

parking requirement of 0-6 spaces. The proposed two-bedroom flat would require a provision of 1-2 parking spaces. Given the above average PTAL rating and the application site's proximity to bus links and the tube station, it is considered that 2.no parking spaces would be adequate. Therefore, it is considered that a parking requirement of 2.no parking spaces is appropriate for the site's proposed use.

Furthermore, the inclusion of 2.no parking spaces as opposed to 3.no better enables the front of the site to include and accommodate soft landscaping; something much needed along this stretch of Golders Green Road.

The 9.no cycle spaces are to be stored in secure, weather proofed timber cycle sheds. It is considered that the parking and cycle provision complies with Policy DM17 and section 6.9 of the London Plan (2016).

Refuse and recycling storage

Refuse and recycling bins have been provided to the front of the application site. They are proposed to be housed within timber bin enclosures and will not be obviously visible from the public highway. Bins will be brought to the public highway on collection day by residents, or the management company for the HMO. It is considered that sufficient space is provided to accommodate the required refuse and recycling storage in line with Barnet's Waste and Recycling Strategy (2017).

5.4 Response to Public Consultation

This is covered in the evaluation.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

In summary, it is considered that the principle of a HMO at the application site is acceptable given the mixed character of this section of Golders Green Road and its proximity to key transit routes and modes. The information provided to evidence an identified need has been given less weight than the above, but is sufficient to demonstrate there is a need for low cost accommodation in this location. Furthermore, it is not considered that harm would be caused to the character of this section of Golders Green Road and given there is sufficient space for off-street parking, and local amenities and transit stops are within walking distance, it is not expected that the amenity of neighbouring occupiers will be harmed as a result of the proposed HMO use. The proposal is considered to accord with the requirements of the Development Plan and is therefore recommended for approval.

