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| Plans Committee Date: | 23rd November 2023 |
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Item No: 5

Application Reference Number: P/23/1323/2

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| Application Type: | Full | Date Valid: | 20/7/2023 |
| Applicant: | Mr Michael Burke | | |
| Proposal: | Change of use from 6-bedroom House in Multiple Occupation (Use Class C4) to 8-bedroom House in Multiple Occupation (Sui Generis), with associated alterations to fenestration to rear elevation comprising a new secondary window at first floor level | | |
| Location: | 4 Goldfinch Close Loughborough Leicestershire LE11 3HG | | |
| Parish: | Loughborough | Ward: | Loughborough Southfields |
| Case Officer: | Jim Worley | Tel No: | 07591 947043 |

1. Background

- 1.1 The application has been 'called in' for consideration by Plans Committee at the request of Ward Councilor Cory-Lowsley, for the following reasons:
- Traffic issues.
 - Waste management concerns.

2. Description of the application site

- 2.1 The property subject to this application has a lawful use as a C4 dwelling house (House in Multiple Occupation (HMO)). A certificate of lawful development was granted on 28.4.2023 to this effect (Planning ref: app No. P/22/2042/2).
- 2.2 The site is located in a predominantly residential area, which is characterised by dwellings similar in appearance and age.
- 2.3 The property is a detached, 2 ½ storey modern townhouse situated on the south side of Goldfinch Close, adjacent to similar properties. It has a forward standing garage and paved driveway area to the front.
- 2.4 The site is located in an article 4 area that restricts the use of dwellings as Houses in Multiple Occupation. However, the site currently has a lawful use as a 'use class C4' House in Multiple Occupation (3-6 residents).

3. Description of the proposal

- 3.1 The proposal seeks planning permission for the change of use of the dwelling to an 8 bedrooed House in Multiple Occupation. Permission is required because the increase in capacity to over 6 residents exceeds that within the scope of Use Class C4 which is limited to 6, and does not fall within any use class ('sui generis'). This is to be achieved by re-purposing the internal space but no extensions are proposed.
- 3.2 The proposed physical alterations are limited to the removal of ground floor French doors and replacement with a conventional window in the rear elevation and a new secondary window at first floor level.

4. Development Plan Policies

4.1 The Development Plan comprises the Charnwood Local Plan Core Strategy (adopted 9 November 2015), the Borough of Charnwood Local Plan (adopted 12 January 2004) (saved policies) and the Minerals and Waste Plan.

4.2 The policies applicable to this application are as follows:

[Charnwood Local Plan Core Strategy](#)

- Policy CS1 – Development Strategy
- Policy CS3 - Strategic Housing Needs
- Policy CS2 – High Quality Design
- Policy CS4 - Houses in Multiple Occupation

[Borough of Charnwood Local Plan \(adopted 12 January 2004\) \(saved policies\)](#)

Where they have not been superseded by Core Strategy policies, previous Local Plan policies remain part of the Development Plan. In relation to this proposal the relevant ones are:

- Policy EV/1 – Design
- Policy TR/18 – Highways and parking

5. Other Material Considerations

[The National Planning Policy Framework \(NPPF 2021\)](#)

5.2 The NPPF policy guidance of particular relevance to this proposal includes:

- Section 2: Achieving sustainable development
- Section 8: Promoting healthy and safe communities.
- Section 9: Promoting Sustainable Transport
- Section 12: Requiring well-designed places.

[Planning Practice Guidance \(PPG\)](#)

This national document provides additional guidance to ensure the effective implementation of the planning policy set out in the National Planning Policy Framework. The guidance sets out relevant guidance on aspects of flooding, air

quality, noise, design, the setting and significance of heritage assets, landscape, contaminated land, Community Infrastructure Levy, transport assessments and travels plans, supporting the policy framework as set out in the NPPF.

5.4 National Design Guide

This is a document created by government which seeks to inspire higher standards of design quality in all new development.

5.5 Design Supplementary Planning Document (SPD) (January 2020)

This document sets out the Borough Council's expectations in terms of securing high quality design in all new development. Schemes should respond well to local character, have positive impacts on the environment and be adaptable to meet future needs and provide spaces and buildings that help improve people's quality of life.

5.6 Housing Supplementary Planning Document (HSPD) (May 2017)

A Housing Supplementary Planning Document was adopted on 11 May 2017 and provides guidance when dealing with Houses in Multiple Occupation proposals in the context of adopted Core Strategy Policy CS4.

5.7 Leicestershire Highways Design Guide

The purpose of the guidance is to help achieve development that provides for the safe and free movement of all road users, including cars, lorries, pedestrians, cyclists and public transport. Design elements are encouraged which provide road layouts which meet the needs of all users and restrain vehicle dominance, create an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; as well as to help create quality developments in which to live, work and play. The document also sets out the quantum of off-street car parking expected to be provided in new housing development.

5.8 Equality Act 2010

Section 149 places a statutory duty on public authorities in the exercise of their functions to have due regard to the need to eliminate discrimination and advance equality.

5.9 The Draft Charnwood Local Plan 2021-37

This document sets out the Council's strategic and detailed policies for the Borough over the period 2021-37. The Local Plan was submitted for examination in December 2021 with hearings concluding in February 2023. It is anticipated that the Inspectors will issue a letter setting out the requirement for main modifications to be made to make the plan sound. These modifications will be published for six weeks of public consultation so that the responses can assist the Inspectors in preparing their final report. The precise timings of these events are dictated by the Inspectors although,

subject to their report, it is anticipated the Local Plan will be adopted by the Council in early 2024.

In accordance with NPPF paragraph 48, the relevant emerging policies in the plan may be given weight in determining applications, according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight it may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The following policies are considered applicable to this application, and the weight they can be assigned is addressed within the body of this report.

- Policy DS1 – Development Strategy
- Policy DS5 – High Quality Design
- Policy T3 – Car Parking Standards
- Policy H7 – Houses in Multiple Occupation.

6. Relevant Planning History

| Reference | Description | Decision & Date |
|-------------|--|----------------------|
| P/22/2042/2 | Certificate of Lawfulness (Existing) for use of property as a C4 house in multiple occupation. | Granted 28/4/2023 |

7. Responses of Consultees and Other Comments Received

- 7.1 The table below sets out the responses that have been received from consultees with regard to the application. Please note that these can be read in full on the Council's website www.charnwood.gov.uk.

| Consultee | Response |
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| Leicestershire County Council - Local Highways Authority (LHA) | <p>Parking Provision</p> <p>The existing site shows 4 car parking spaces with direct frontage access on to Goldfinch Close alongside a 'cycle store in garage'.</p> <p>It should be noted that no further parking permits will be issued to a HMO once the maximum allocation for the property has been reached.</p> |

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| | <p>Therefore, the LHA consider that the proposed development would not exacerbate on-street parking levels.</p> <p>Cycle parking provision It may be better served in a separate, dedicated shelter designed in accordance with Leicestershire Highway Design Guide (LHDG).</p> <p>Highway Safety Three Personal Injury Collisions (PICs) have taken place in close proximity of the site The LHA note that a single 'serious' PIC took place at the junction of Kingfisher Way and Forest Road and that two PICs (one 'slight', one 'serious') took place at the controlled crossing location along Epinal Way adjacent the footway of Emmanuel Way. Notwithstanding the above, the LHA do not consider the proposed development should exacerbate the existing highway safety situation.</p> <p>Transport Sustainability The site is located within a suitable walking distance to Loughborough College, Loughborough University and the town centre. Bus stops are located along Forest Road (285m south of the site centre) and provide frequent bus services around Loughborough.</p> |
| <p>Charnwood Borough Council Environmental Health</p> | <p>The likely impacts of this proposal are noise and anti social behaviour (ASB) from the behaviour of future occupiers, accumulation of waste/rubbish and the use of external areas. Noise may be more noticeable to neighbouring residents at evenings and weekends and the incidence of nuisance will be depend upon general practices observed at the site</p> <p>Therefore, it is recommended that the applicant be required to address these issues by devising and implementing a property management plan (PMP) to include:</p> <ul style="list-style-type: none"> a) Details of who is responsible for the management and control of these premises, c) Arrangements for maintaining a record of all complaints of alleged noise nuisance or anti-social behaviour. d) signage on the site displaying a contact details for management issues e) Detailed arrangements for the handling of arrivals and departures at the start and end of the academic year, f) Detailed arrangements for the allocation of car parking spaces to tenants on and of site; |

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| | <p>g) Details of the arrangements for the storage and collection of waste</p> <p>h) student behaviour contracts if these are to form part of the occupiers' tenancy agreements;</p> <p>j) Arrangements for on-site security; and</p> <p>k) Arrangements for an on-going programme to monitor and review the effectiveness of the PMP.</p> <p>It is also recommended that a written waste management plan (WMP) should be submitted to and agreed in writing with the local planning authority. This should include, but not be limited to:</p> <ul style="list-style-type: none"> • Details of a suitable and sufficient waste and recycling store/bin area which should be locked or secured against unauthorised access, be unobstructed and accessible to residents, with easy access to the front of the property to enable collection • The storage area should be fenced and/or screened to minimise the visual impact on neighbours and to prevent wind whipping • Bins should be located on a hardstanding, easily cleanable, non-absorbent surface, with effective drainage to avoid run-off onto neighbouring properties and/or surface water drains. • Details of the proposed management and housekeeping measures to be implemented to keep the area clean and tidy. |
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| Ward Councillor and Parish Council Response | |
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| Councillor Cory - Lowsley | <p>Traffic Issues: The Kingfisher Estate has acute issues with parking. This causes disruption to local residents, damages shared amenities and could be dangerous in the event emergency vehicles require access.</p> <p>Waste Management: Adding another two occupants will increase the waste the property generates and will add to the issues of litter overspilling. This affects the appearance of the street and represents a permanent disturbance to residents.</p> <p>Approval of this application will set a precedent that encourages further unsustainable developments. This application has an overbearing impact on the street and the wider estate.</p> |
| Councillor Goode | Traffic and Parking Issues, and Highway Safety |

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| | <p>The increase in residential capacity of this property will increase the already difficult parking problems on the estate. With only 2 parking passes permitted to each property, additional cars will be parked in other areas where the restrictions do not apply. This includes grass verges and green spaces. There is already an issue in some points where the roads are narrow and potentially restricted access for emergency vehicles.</p> <p>It will also add to traffic, including night-time transient foot-traffic which will increase late night noise and disturbances.</p> <p>Impact on Community and other services The cumulative effect of increased size HMO properties on the Kingfisher estate increases the rubbish and litter generated which is already an issue on the estate with overflowing bins regularly, but especially at the end of term.</p> <p>Sustainability The increase in the number of residents per house just isn't sustainable on this estate, for the permanent and non-permanent residents alike. The parking facilities aren't suitable, the roads aren't wide enough for this, and the waste management system is stretched frequently.</p> |
| County Councillor Hunt | <p>Supports objections made.</p> <p>There are insufficient areas for preparing food and insufficient parking space.</p> <p>Students often have visitors and share bedrooms so numbers in the house will easily exceed ten on many occasions.</p> |
| Responses to publicity | |
| From | Comments |
| <p>Three letters of objection have been received from neighbouring properties including letters representing the Kingfisher Area Residents Group (KARG) and the Storer and Ashby Road Residents Group (SARG) raising the following concerns:</p> | <p>Increase in anti-social behaviour and late night noise</p> <ul style="list-style-type: none"> • There is already an issue in the area with late night noise and litter. This in part is due to the current number of houses let as HMOs which means that the estate has a larger number of adult occupants. • Allowing increased intensification at this address would be used as a precedent by the other surrounding HMOs the cumulative result would be an increase of these problems. • The development would add to the very large footfall between the town centre, Kingfisher estate and the University campus which causes much of the late night noise and litter problems. |

- The level of noise actually reported to University Security (statistics are available) does not reflect the real situation especially around transient noise.
- Generalised statistics of ASB and noise complaints do not reflect the conditions of the specific location. All noise complaints have been in relation to noise from neighbouring student HMOs, including on occasion 4 Goldfinch Close and other properties on that street.
- Parties in excess of 50 people have taken place within the larger properties.
- Noise complaints also relate to transient noise of the students living on the estate (and using Emmanuel Way as a thoroughfare) returning home from town and can result in a 4 – 5 hour period of disturbance through the night.

Increase in density of HMOs in the immediate neighbourhood

- There is already a high concentration of student households in the area.
- A significant majority of properties on the Kingfisher Estate are HMO's, some registered and many not registered.
- The applicant has secured permission for 16 Moorhen Way to increase from 6 beds to 10 beds, 8 Wren Close increase from 4 to 6 beds and 12 Wren Close increase from 4 to 6 beds). If this application succeeds, there will be an increase of student bedrooms across the applicants Kingfisher Estate properties of 10 or 50% (from 20 to 30 bedrooms) which is the equivalent number of occupants of 2 new licensed HMOs.
- 16 Moorhen Way is within a small band of only 2% of HMOs in the Borough which have 10 or more occupants. From the list of licensed HMOs, there does not appear to be a current precedent of locating properties with 10+ occupants within densely populated residential areas.
- The SPD calculation of whether 10% of properties within a 100m radius are HMO's makes no reference to the actual number of people living within the HMOs.
- The application of proportionality in terms of numbers of student HMO residents versus permanent residents would seem to be fundamental and at high risk of being adversely affected given the current rate of planning applications and approvals to extend existing student HMOs.

Creating a precedent

- Allowing this HMO in a family house would be used as a precedent by the HMOs operators having a direct impact on the ability to control such developments (for example, HMOs marketed as “party houses”).

Unsuitable space for 10 adults

- Increasing the number of occupants to 10 means there is not adequate parking, storage or outdoor amenity space. Several of the rooms shown on the plan labelled as “bedroom” may have been suitable for use for a child’s bedroom in the original family house but are too small to be the main living and studying space for an adult.

Site Management

- There is already an issue in the area with poor site management of large HMOs. In particular, bad rubbish management. There would be an increased need for good site management if there is an increase in occupancy.
- Waste management is poor with accumulation of waste, bins and bags left out for protracted periods and odours and obstructions arising as a result.

Parking

- There are already problems with cars parking on the narrow roads which block access for bin collection and emergency vehicles.
- There is no restriction in place to control the number of cars associated with this development. Having 10 occupants with limited onsite parking (2) and only two residents permits per address would make this worse.
- The permit allocation to be 2 permits will not be increased and therefore it will not be possible to increase the overall car parking provision related to the property.
- Parking after 6pm in the evening is unrestricted and hence occupants or visitors return in the evening increasing car movements overall.
- Allowing a large HMO (C4) to convert into what is effectively a student hall of residence would encourage similar applications in the surrounding areas and thus increase the imbalance in the area and have a negative impact on residents.

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| | <ul style="list-style-type: none"> • Car ownership can be high and on street parking has resulted in private drives being blocked. There are cars parked on areas throughout the estate such as on patches of grass. <p>Other</p> <ul style="list-style-type: none"> • Neighbour notification procedures were not carried out when the application was first received. • Is there a future intention by CBC to turn the whole estate over to student accommodation? |
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8. Consideration of the Planning Issues

- 8.1 The starting point for decision making on all planning applications is that they must be made in accordance with the adopted Development Plan unless material considerations indicate otherwise. The most relevant policies for the determination of this application are listed above and are contained within the Development Plan for Charnwood which comprises the Core Strategy (2015) and those “saved” policies within the Borough of Charnwood Local Plan 1991-2026 (2004) which have not been superseded by the Core Strategy (2011-2028).
- 8.2 The Core Strategy and Charnwood Local Plan are over 5 years old, and it is important to take account of changing circumstances affecting the area, or any relevant changes in national policy. The relevant policies listed above are up to date and compliant with national guidance and as such that there is no reason for them to be given reduced weight.
- 8.3 The main planning considerations applicable to this application are considered to be:
- Principle of development
 - Design & impact on the street scene
 - Highway matters
 - Other matters

9. Key Issues

9.1 Principle of the Development

- 9.1.1 The application site lies in the urban area of Loughborough which is a location where residential development is encouraged under Core Strategy Policy CS1. Policy CS3 of the Core Strategy advises that the Council will seek to provide accommodation to meet all of its residents’ needs, which includes Houses in Multiple Occupation. Policy CS4 specifically addresses Houses in Multiple Occupation and states that the proportion of houses in multiple occupation will be managed to support the well-being, character and amenity of our communities by preventing damage to the social and physical character and amenity of a street or residential area or which generate noise and disturbance which is detrimental to the amenity of the street or a demand for on-street car parking. The Housing SPD uses a threshold of 20% of properties being in use as a house in multiple occupation in a particular area. This approach has been accepted in all appeal decisions since the adoption of the Housing SPD.

- 9.1.2 Policy H7 of the emerging Local Plan makes similar provisions and adopts an approach of limiting the concentration of Houses in Multiple Occupation to less than 10% within the area defined by a 100m radius from the centre of the application site and that do not result in a residential dwelling being sandwiched between two houses in multiple occupation.
- 9.1.3 The property is already in use as an HMO. The application site is within an existing residential area, with nearby bus connections to the town centre and, whilst the principle of development is acceptable (as a residential use, and an established House in Multiple Occupation), it would contribute to the mix of tenures of homes in the area in compliance with Policy CS4 of the adopted Core Strategy and emerging Local Plan policy H7. However, the proposal needs to also be considered against these policies as to whether the expansion of this house in multiple occupation will support the well-being, character and amenity of the community and other relevant policies and detailed planning considerations as assessed below.

9.2 Local character and amenities – community balance

- 9.2.1 The 20% threshold referred to in the Housing SPD 2017, and potential future 10% threshold deriving from emerging Local Plan Policy H7, allows for consistency in decision-making on proposals for changes of use to Houses in Multiple Occupation and has been recognised by appeal Inspectors as the level above which the problems associated with higher concentrations could occur.
- 9.2.2 Recent appeal decisions relating to Class C4 Houses in Multiple Occupation changes of use at Ashleigh Drive, Grange Street, Derby Road, Park Road, Frederick Street, Ashby Road, and including Goldfinch Close (all within the built-up area of Loughborough) accept this threshold approach and attach weight to its use. Several relevant appeals have been dismissed since the Housing SPD was adopted in May 2017.
- 9.2.3 However, as representations have pointed out, relying on a mathematical proportion of properties in HMO use does not account for their scale. Paragraph 4.9 of the Housing SPD also recognises the limitations of this approach and states, “It is important to note however that we will not adopt a rigid approach to decision making. The threshold will provide one material consideration to be considered alongside a number of other matters identified in Policy CS4 and the SPD related to the impact on the character and amenity of the area and safe operation of the highway.”
- 9.2.4 It is considered that within the overall context of Goldfinch Close and the Kingfisher estate, including the incidence of properties occupied as Houses in Multiple Occupation and those in ‘conventional’ residential use, that the additional capacity proposed by this application (2 rooms) would have no material impact on the character of the area. The proposal would not alter the physical appearance of the property when viewed from the public domain, nor have any other impact on the character of the street in terms of physical impact. It is therefore considered that, on balance, the proposal would not harm the physical environment of Goldfinch Close and the surrounding area.

9.3 Impact on Residential Amenity

- 9.3.1 Policy CS2 of the adopted Core Strategy and saved policy EV/1 of the Borough of Charnwood Local Plan include a requirement for new development to protect the amenity of people who live or work nearby. This is replicated within Policy DS5 of the emerging Local Plan, which due to its advancement and low level of contention can be afforded moderate weight.
- 9.3.2 Local residents have raised concerns regarding a lack of parking, disturbance and waste management. However, the modest scale of this proposal and existing use of the property are such that it is unlikely to result in significant impact. As recommended by Charnwood Borough Council Environmental Health in section 7.1 above, a condition can be imposed which addresses the disturbance and waste concerns. This would apply to the property overall which is not currently the subject of such controls and as such presents an opportunity to introduce improved management provisions. This would include assigning responsibility for management of the premises, and would be in the form of a planning condition capable of formal enforcement procedures if its agreed terms were departed from. The parking concerns are discussed under the Highways safety section 9.4 of this report.
- 9.3.3 The new window in the rear elevation would serve a first floor bathroom and as such would not be a source of overlooking. The property backs on to a public footpath with the nearest houses beyond sufficient distance to avoid undue loss of privacy.
- 9.3.4 The proposal intends to increase the size of the existing kitchen by approximately 25% so as to include a wider range of facilities, i.e. 2 x cookers and 2 x sinks and more storage space. There are no standards governing such provision and it is not considered there is any basis to conclude this is inadequate.
- 9.3.5 The proposal would, therefore, comply with the provisions of policy CS2 of Charnwood Core Strategy and emerging policy DS5 of the Draft Local Plan, along with NPPF, National Design Guidance and the guidance set out in the Design SPD to protect residential amenity.

Highway Safety

- 9.4.1 Saved Local Plan Policy TR/18 requires new development to provide off-street parking for vehicles and promotes standards that requires a maximum of three parking spaces for a four or more-bedroom dwelling in the interests of highway safety. The property accommodates four spaces. Paragraph 111 of the NPPF states that new development should only be resisted on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe. Policy T3 of the Emerging Local Plan relates to Car Parking Standards. T3 is consistent with NPPF paras 104, 107, 108 and due to its advancement is considered to carry moderate weight..
- 9.4.2 The proposal would result in an increase in the number of bedrooms from six to eight following internal changes (that do not require planning permission in their own right). The garage does not meet the Local Highway Authority size requirements, therefore the available parking at the site is four parking spaces and this would remain

unchanged. The property is within the highly sustainable location of Loughborough with ample facilities close by and sustainable transport modes available. Therefore, the additional two bedrooms proposed under this application would result in additional demand for off street parking. In the event of 'overspill' it is considered that any on street parking – if available- would not give rise to a severe road safety hazards as described by NPPF para 111.

- 9.4.3 Furthermore, the application site is located within Loughborough, which is considered an urban centre, that has good access to services and facilities to meet the day to day needs of the residents and the University campus, which reduces the reliance on the car. The application proposes use of the existing garage for storage of cycles and whilst the Local Highways Authority suggest a separate shelter may be a better approach, the garage is large and appears capable of accommodating a large number of cycles, to meet the demand that residents may create. However, the applicant has now indicated a location for a purpose built cycle store, to the rear of the garage. This would be largely hidden from view by the garage and would not affect the street scene or residential amenities.
- 9.4.5 The application would therefore be considered acceptable overall in accordance with policy TR/18 of the Core Strategy and Policy T3 of the Draft Local Plan.

10. Conclusion

- 10.1 The property is an existing House in Multiple Occupation within the urban area, and as such is acceptable in broad location terms and the proposal would not result in the proportional thresholds set out on the SPD and emerging Local Plan Policy H7 being exceeded. It is therefore considered acceptable in principle.
- 10.2 It is considered that it could not be demonstrated that the proposal would give rise to significant detriment to occupier or neighbour amenities, due to the modest size of the expansion and the existing use. In addition, the ability to introduce conditions in relation to waste management and the management of the property, will allow for improved management practices.
- 10.3 The number of parking spaces will remain as the existing situation and given the use of the property to a wide range of facilities and the University Campus residents of the development will not depend on a car. Parking in the area is already congested and subject to various limitations and as a result it is considered any further demand would not be detrimental to highway safety.
- 10.4 It is considered that the proposed development complies with Policy CS1, CS2, CS3 and CS4 of the Charnwood Local Plan 2011-2028 Core Strategy, "saved" Policies EV/1 and TR/18 of the Borough of Charnwood Local Plan (2004), and Emerging Policy H7 and T3 of the Draft Charnwood Local Plan 2021-2037. Additionally, the proposed development would be considered compliant with the Housing SPD of Charnwood Borough Council (2017) and the relevant provisions of the National Planning Policy Framework (NPPF) and the National Design Guide.
- 10.5 It is therefore recommended that this modest proposal can be supported, and planning permission should be granted, subject to conditions:

11. RECOMMENDATION

This permission is granted subject to the following Conditions and Reasons:

1. The development, hereby permitted, shall be begun not later than 3 years from the date of this permission.

REASON: To comply 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 shall be carried out only in accordance with the details and specifications included in the submitted application, and plans as follows:

- LTD285 10 Rev B -Existing and proposed elevation and floor plan, block plan and site location

REASON: To ensure the scheme takes the form agreed by the authority and thus results in a satisfactory form of development.

3. The development as a large House in Multiple Occupation exceeding six residents hereby permitted shall not commence until a written property management plan (PMP) and waste management plan (WMP) has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter be operated in accordance with the approved details.

The management plans shall include:

a) Details of who is responsible for the management and control of these premises, including the maintenance and up-keep of gardens and external areas. This should include a contact telephone number and email address in the event of any complaints.

c) Arrangements for maintaining a record of all complaints received about the behaviour and/or conduct of future occupiers in relation to any incidents of alleged noise nuisance or anti-social behaviour.

d) Details of any signage to be erected on the site displaying a contact telephone number and email address of the person responsible for the accommodation, in the event of a complaint;

e) Detailed arrangements for the handling of student arrivals and departures at the start and end of the academic year, including the delivery and removal of personal possessions;

f) Detailed arrangements for the allocation of car parking spaces to tenants on and of site;

g) Details of the arrangements for the storage and collection of waste arising from the proposal;

- h) Details of student behaviour contracts to form part of the occupiers' tenancy agreements;
- j) Details of the arrangements for on-site security; and
- k) Arrangements for an on-going programme to monitor and review the effectiveness of the PMP.

REASON: To ensure the scheme provides sufficient secure bin storage and that the property is managed satisfactorily in the interests of visual and neighbour amenity, in accordance with Planning Policy CS2 of the Core Strategy and Planning Policy DS5 of the Draft Local Plan.

4. The proposed cycle store shall be shelter in designed in accordance with Section DG15 of Part 3 of the Leicestershire Highway Design Guide (LHDG) and shall be provided prior to the first use of the development hereby approved and shall be retained an available for use on a permanent basis thereafter.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2023)

APPLICATION SITE



PROPOSED BLOCK PLAN

