

**1 SUMMARY OF APPLICATION DETAILS**

Ref: 23/01031/FUL  
Location: 1 - 11 Neville Road, Croydon, CR0 2DS  
Ward: Selhurst  
Description: Change of use from existing B1(a) use to 11 bedroom (20 Occupant) HMO Sui Generis with the provision of parking spaces, cycle stand, communal garden, and bin storage (Amended description)  
Drawing Nos: 1-1 Revision B, 1-2, 1-3, 1-5, 1-6 and 1-7  
Applicant: Mr Muhammad Shahzad Rashdi  
Agent: Mr Hassan Kausar  
Case Officer: James Udall

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
4	8

1.1 This application is being reported to committee because:

- Representation above the threshold in the Committee Consideration Criteria have been received.

1.2 Amended drawings were received on 23.06.2023 increasing the cycle and refuse provision and enclosing the cycle provision.

**2 RECOMMENDATION**

2.1 That the Planning Committee resolve to GRANT planning permission.

2.2 That the Director of Planning and Sustainable Regeneration is delegated authority to issue the planning permission subject to:

A. The prior completion of a legal agreement to secure the following planning obligations:

- a) Sustainable transport contribution (financial)
- b) The removal of residential parking permits
- c) Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration

- 2.3 That the Director of Planning and Sustainable Regeneration is delegated authority to negotiate the legal agreement indicated above.
- 2.4 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

### **Conditions**

1. Time limit of 3 years.
2. To be carried out in accordance with the approved drawings.

#### Pre-commencement Conditions

3. Submission and approval of a noise assessment.
4. Submission and approval of sound insulation measures.

#### Pre-Occupation Conditions

5. Submission and approval of refuse store details.
6. Submission and approval of cycle store details.
7. Submission and approval of details of hard and soft landscaping.

#### Compliance Conditions

8. The number of occupiers shall not exceed 20 people in 11 rooms.
9. The ground floor doors along the North East elevation of the building shall only be used as an emergency/fire exit unless otherwise agreed in writing by the local planning authority.
10. In accordance with fire safety information submitted with the application.
11. Materials to match the existing.
12. Compliance with the recommendations of the Flood Risk Assessment
13. Any other condition(s) considered necessary by the Director of Planning and Sustainable Regeneration.

### **Informatives**

1. Granted subject to a Section 106 Agreement.
  2. CIL informative.
  3. Code of Practice regarding small construction sites.
  4. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration.
- 2.5 That, if by 3 November 2023 the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

## **3 PROPOSAL AND LOCATION DETAILS**

- 3.1 Planning permission is sought for 'Change of use from and existing permitted office use to an 11-bedroom (20 Occupant) HMO (Sui Generis Use) with the provision of associated parking spaces, cycle storage, communal garden, and refuse storage.
- 3.2 It is noted that as show on the current existing floor plans the site has already been partially converted into a 13-bedroom HMO without planning permission. This application proposes the full conversion and the reconfiguration of the building, removing storage space, two bedrooms and adding improved living room space, kitchen facilities and adding wet rooms to the bedrooms, therefore significantly improving the accommodation over that existing at the current time unlawfully.
- 3.3 The application is a resubmission from a previous application which was finally disposed of on 04.01.2023. The previous permission had a resolution to grant planning permission but the Section 106 Agreement removing the ability for future occupants to submit an application for parking permits was not signed and therefore the Local Planning Authority was not able to issue the decision. Given the elapse of time, the application was finally disposed of and removed from the Planning Register.

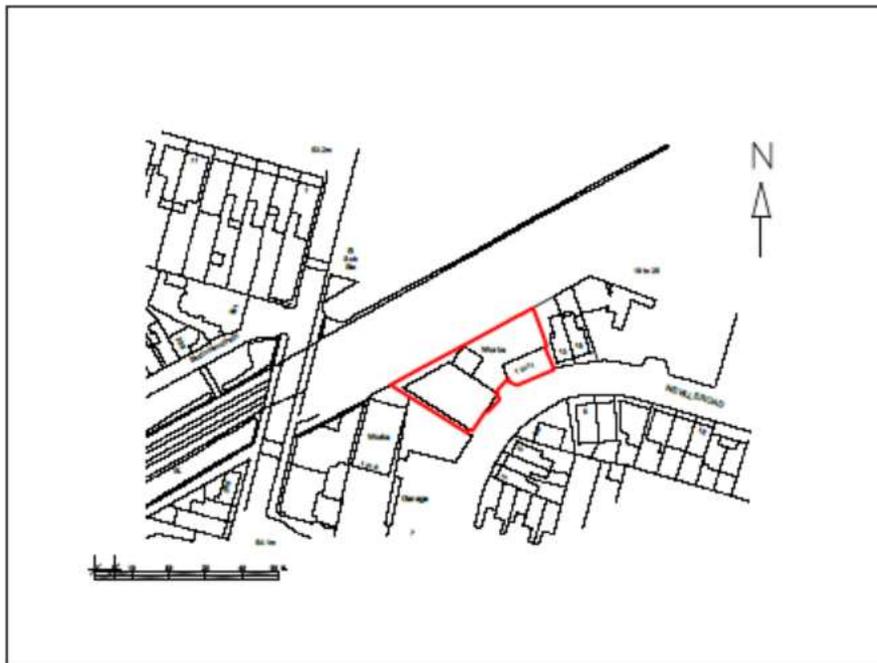


Figure 1: existing block plan of the application site and the surrounding area

## Site and Surroundings

- 3.4 The application site has an irregular shape and lies on the northern side of Neville Road and consists of a two-storey rectangular detached building with a double gable roof, which has a slanted rear wall and a two storey detached rectangular building with a gable roof. The submitted plans show that the ground floor and part of the first floor is currently in use as a HMO although it is noted that this use is currently unlawful and the permitted use is for an office.
- 3.5 The application site has an internal forecourt which is hard surfaced. There is some poor-quality scrubland at the rear of the application site at the boundary with a right of way to the rear. Directly to the front of the site is a small tree and a large tree is located on the northwestern side of the application site. Neither tree is protected.
- 3.6 The area is mixed in character and uses with a mix of retailing and residential uses. The buildings and dwellings in the road differ in size and design. The adjacent building to the west (No.3 Gladstone Road) is a Christian Ministry which is two storeys in height with a flat roof, the adjacent building to the south (No.7 Gladstone Road) is an Autocentre, which is two and a half storeys in height (with a flat roof) at the boundary with Gladstone Road and a height of one and a half storeys in height along part of the boundary with Neville Road (with a gable roof). No.7 has a flat roof.
- 3.7 The adjacent building to the east (No.13 Neville Road) is a two-storey semi-detached dwelling with a gable roof while the buildings to the southeast of the site No's 2, 4, 6, 8, 8A and 8B are residential dwellings. No's 2, 4 and 6 are two storey terraced dwellings with gable roofs, while No's 8, 8A and 8B is a three-storey semi-detached building with a gable roof and a rear dormer window which has been converted into flats.
- 3.8 The site has a Public Transport Accessibility Level (PTAL) of 2/3 (moderate).



Figure 2: Aerial view highlighting the application site within the surrounding streetscene.

### **Planning Designations and Constraints**

3.9 The site is subject to the following formal planning constraints and designations:

- Integrated Industrial Location
- Low risk of flooding from rivers and seas.
- Medium risk of flooding from surface water.

### **Planning History**

3.10 In terms of recent planning history the following applications are relevant:

19/03122/FUL - Change of use from office (B1(a)) to 11 bed HMO (Sui Generis) with shared living, and kitchen facilities with associated parking spaces, cycle stand, communal garden, and bin storage – Application not determined.

3.11 The previous application had a resolution to grant planning permission subject to the successful completion of a Section 106 Agreement. Unfortunately, due to delays, it meant that the Section 106 Agreement could not be completed in a reasonable timeframe and therefore the Council, under Article 40 of the Town and Country Planning (Development Management Procedure) Order 2015, finally disposed of the application by removing it from the Statutory Register of Outstanding Applications for Planning Permission.

## **4 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The application site currently has a lawful office use which is not protected.
- The proposed use of the building is acceptable and meets a housing need.
- The quality of accommodation is acceptable for future residents.
- The minor elevational changes to the building and the proposed landscaping is appropriate.
- There would be no unacceptable impact on the living conditions of adjoining occupiers.
- The level of parking and its impact on highway safety is acceptable.

- The sustainability aspects of the application are considered to be acceptable.

## 5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

## 6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 46 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also displayed. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 89

Objecting: 32    Supporting: 57

- 6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Officer Comment
Proposal would result in increase in crime	There is no evidence that the proposal would increase crime levels in the borough
Detrimental impact on tree	The proposal would not harm any protected trees
Obtrusive by design	The application scheme does not propose any substantive alterations to the building, other than an additional window serving the first-floor shared kitchen/dining area which would match all the others along this elevation.
Overlooking	The application scheme does not propose any substantive alterations to the building, other than an additional window serving the first-floor shared kitchen/dining area which would match all the others along this elevation. Any overlooking would be very limited.
There would be no control on potential occupants	Officers can control the number of occupants by condition. However, as with all other private residential properties in the Borough, the Council has no control over who occupies properties. This is not a material planning consideration.

Not submitted via the PA Register	A planning application has been submitted and the details made public on the Online Planning Register.
Noise	While there would be an increase of residential occupancy on the site. This would not be so great as to cause undue harm to neighbouring occupants. In addition, noise is able to be controlled via the imposition of a planning condition.
Not in keeping with area	The proposal would create a residential use in a mixed retail/office residential area with the result that the application scheme would be in keeping with the area.
Residential Amenity	The proposal would not result in significant harm to the amenities of the neighbouring residential occupants.
Risk of Flooding	The proposal would not increase flooding in the area.
Traffic or Highways	The site lies within a Controlled Parking Zone, (and the applicant has agreed to sign a Section 106 Agreement stop future occupants from obtaining parking permits). As such, the development would not therefore increase parking pressures or harm highway safety.
Overdevelopment	The proposal would not increase the built form of the building and the building is large enough to provide the required space for the number of occupants.
Infrastructure is inappropriate	There are nearby shops and facilities for future occupants
There are too many flats in Croydon which are empty	Officers cannot refuse applications because some flats or homes are empty. It is required to determine the application before it, against the policies in the Development Plan.
The plans are misleading	The plans clearly show the location of the proposed development and the scale and type of development proposed.
There are too many HMO's in Croydon	Policy H9 of the London Plan 2021 states that "Boroughs should take account of the role of houses in multiple occupation (HMOs) in meeting local and strategic housing needs. Where they are of a reasonable standard they should generally be protected". It is an affordable housing type that is protected by policy.

The tenancies would be short term rentals	The length of tenancies is a matter for the landlord and tenant. The Local Planning Authority does not have any jurisdiction in such matters.
The proposal, would destabilise the local environment	No evidence has been supplied that the proposal would destabilise the local environment
There is no external indication of benefit to the local residents	The application scheme would provide housing and could involve landscaping which would improve the visual appearance of the area.
The application building cannot accommodate 20 occupants	All the proposed bedrooms would meet the size criteria for being double occupancy rooms

6.3 The following comments of support were received:

<b>Summary of supporting</b>	<b>Response</b>
People need houses and there is short of quality homes	This is noted.
We really looking ahead for this development for better neighbours	This is noted.
I am looking to support this as we don't have issues. We are looking to support	This is noted.
Looking forward	This is noted.

## 7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan 2021, the Croydon Local Plan 2018 and the South London Waste Plan 2022.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2021. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

#### London Plan 2021

The main policies that are relevant are:

- GG2 – Making the best use of land
- D2 - Infrastructure requirements for sustainable densities
- D3 - Optimising site capacity through the design-led approach
- D4 - Delivering good design
- D5 - Inclusive design
- D12 - Fire safety
- D14 - Noise
- H9 – Ensuring the best use of stock
- SI 8 - Waste capacity and net waste self-sufficiency
- SI 12 - Flood risk management
- SI 13 - Sustainable drainage
- T1 - Strategic approach to transport
- T3 - Transport capacity, connectivity and safeguarding
- T4 - Assessing and mitigating transport impacts
- T5 - Cycling
- T6 - Car parking
- T7 - Deliveries, servicing and construction
- T9 - Funding transport infrastructure through planning

#### Croydon Local Plan 2018

The main policies that are relevant are:

- Policy SP1 The Places of Croydon.
- Policy DM4 Development Croydon Town Centre, and District and Local Centres.
- SP4 Urban Design and Local Character.
- DM9 Expansion of Industrial and Warehousing Premises in Strategic, Separated and Integrated Industrial Locations
- DM10 Design and Character.
- DM13 Refuse and Recycling.
- DM18 Heritage Assets and Conservation.
- SP8 Transport and Communication.
- DM29 Promoting Sustainable Travel / Reducing Congestion.
- DM30 Car and Cycle parking in new development.

## **8 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Impact on the character and appearance of the area  
Residential amenity for neighbouring occupants  
Quality and Mix of Accommodation Provided  
Impact of the development on parking and the local highway network.  
Refuse storage  
Fire Safety
3. Other planning matters

### **Principle of Development**

8.2 The site lies within an Integrated Industrial Area (IIA). Policy SP3 of the Croydon Local Plan (2018) sets out strong protection for industrial and warehousing activities (B1b, B1c (now E(g)(ii)), B2, B8 and employment generating sui-generis uses).

8.3 Notwithstanding the description of the existing use provided by the applicant in the application form, the wider application site has a history of 'B' type uses, but the layout of the application building and documentation held by the Council (as set out in the planning history) indicates that this building has historically been in use primarily for office based uses, whilst other areas of the site (e.g. the yard and the two storey warehouse building to the east of the application building) were primarily used for the storage and distribution and light industrial purposes.

8.4 Policy SP3 of the Local Plan does not preclude the loss of office buildings or office uses (E (g) (i)), and so there is no objection to the principle of the proposed change of use from the permitted use to residential (HMO).

8.5 Policy SP3 also indicates that development proposals should not prejudice the vitality and viability of the wider IIA. The proposed layout would maintain a yard area and separate vehicular access to the two-storey warehouse to the east. The main entrance to the HMO would be away from the vehicular access, and so there would be limited interaction/conflict between the occupants of the HMO and the adjacent industrial warehouse unit. As such, subject to suitable sound mitigation measures within the application building (details of which can be required by condition), it is not considered that the development would prejudice the use of the site to the east for uses within the B1b/c (now E (g)(ii)), B2 or B8 use classes. It is noted that other residential uses do exist within this area (eg the properties opposite).

### **Impact on the character and appearance of the area**

- 8.6 Policy SP4.1 of the 2018 Local Plan states that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 8.7 Policy DM10.1 of the 2018 Local Plan states that proposals should be of high quality and, whilst seeking to achieve a minimum height of 3 storeys, should respect:
- a. The development pattern, layout and siting;
  - b. The scale, height, massing, and density;
  - c. The appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located.
- 8.8 The application scheme does not propose any substantive alterations to the building. An additional window serving the first-floor shared kitchen/dining area is proposed which would match all the others along this elevation (and details of which can be secured via planning condition). As such, no harm to the character or appearance of the site or surrounding area would result.

#### **Residential amenity for neighbouring occupants**

- 8.9 Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers.
- 8.10 Policy DM10.6 of the Croydon Local Plan states that The Council will support proposals for development that ensure that;
- The amenity of the occupiers of adjoining buildings are protected; and that
  - They do not result in direct overlooking at close range or habitable rooms in main rear or private elevations; and that
  - They do not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling; and that
  - Provide adequate sunlight and daylight to potential future occupants; and that
  - They do not result in significant loss of existing sunlight or daylight levels of adjoining occupiers.
- 8.11 The immediate neighbours of the building have lawful commercial/industrial uses (the site to the south is a MOT garage and the building to the north-west is a light industrial/warehouse building), whilst to the north lies a railway line. Residential uses are located on the opposite side of Neville Road to the site and further down Neville Road on the same side. The converted building would be located 11.78m from the front wall of No.6 Neville Road (at its closest distance), 14.14m from 6A Neville Road (at its closest distance) and 19.8m from the built form of No.13 Neville Road (at its closest distance). Given the mix of uses in the area and the imposition of conditions

relating to noise, sound insulation and refuse storage, the proposed development would not result in material harm to the amenities of any surrounding residents.

### **Quality and Mix of Accommodation Provided**

- 8.12 There are no planning policy standards relating to HMO uses. However, officers are guided in this regard by the provisions of the Housing Acts and dimensions set out in the Technical Housing Standards – Nationally Described Space Standards (NDSS) for new residential development.
- 8.13 The proposed rooms would meet the standards set out in the NDSS. Additionally, all rooms would have a natural light source and would have access to a reasonably sized communal kitchen and garden facilities.
- 8.14 The Council's Environmental Noise consultant raised concerns with the previous (identical application) that due to the proximity of the railway line, some adverse impacts on the windows on the north-west and north-east facades may occur in terms of noise and disturbance. As such, a noise assessment will need to be undertaken (to be submitted and approved prior to the commencement of development), and proposals for any necessary mitigation will need to be agreed and installed prior to occupation of the rooms. Subject to this, no objections are raised.

### **Impact of the development on parking and the local highway network.**

- 8.15 Policy SP8.15 of the Croydon Local Plan states that the Council will encourage car free development in Centres, where there are high levels of PTAL and when a critical mass of development enables viable alternatives, such as car clubs (while still providing for disabled people).
- 8.16 Policy T6 of London Plan 2021 does not set out specific car parking requirements for HMOs. However, paragraph 10.6.5 of London Plan 2021 states that "Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity".
- 8.17 However, it is noted that in areas of outer London with a PTAL rating of 2/3, dwellings with a 3 or more bedrooms should have a maximum parking provision of up to 1 space per dwelling.
- 8.18 The purpose of the policy is to reduce the parking in new developments in areas that have a reduced need of parking provision with the Local Plan 2021 noting that "Reduced parking provision can facilitate higher density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. As the population grows, a fixed road network absorbs the additional cars that would result from a continuation of current levels of car ownership and use.

Implementing the parking standards in this Plan is therefore an essential measure to support the delivery of new housing across the city”.

- 8.19 The site has a Public Transport Accessibility Level (PTAL) of 2/3. No increase in floor area is proposed. It is not clear how many employees could be accommodated in the building if it was in office use, but according to the Homes and Communities Agency Employment Densities guide (November 2015), every 8-13m<sup>2</sup> of office space should provide for 1 Full time equivalent (FTE) worker. The GIA of the building is approximately 400m<sup>2</sup>, which indicates it could accommodate around 40 FTE workers.
- 8.20 The proposed layout would accommodate a maximum of 20 occupants at any one time. The proposed layout would also accommodate 4 car parking spaces. This is significantly under the maximum level that would be expected for a residential unit.
- 8.21 However, the application site would be within a 15-minute walk from shops and facilities, which would reduce the need for parking. It is also noted that HMO’s often have residents that do not have cars. Furthermore, it is also noted that the site does lie within a Controlled Parking Zone, (and the applicant has agreed to sign a Unilateral Undertaking which precludes future residents from obtaining parking permits). Subject to such an undertaking, the development would not therefore increase parking pressures or harm highway safety.
- 8.22 In relation to cycle parking, the London Plan states that for sui generis uses, the relevant requirements should be the same as a materially similar use. In this case, it is considered that student accommodation is materially similar, and the London Plan requires .75 cycle parking space per 1 bedroom. As such, in this case 8 spaces should be provided. Amended drawings were received on 23.06.2023 showing that 8 cycle spaces would be provided. Subject to this, no conflict with adopted planning policy would arise and is acceptable.

### **Refuse storage**

- 8.23 Policy DM13.1 of Croydon Local Plan 2018 states that “To ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design, the Council will require developments to:
- a. Sensitively integrate refuse and recycling facilities within the building envelope, or, in conversions, where that is not possible, integrate within the landscape covered facilities that are located behind the building line where they will not be visually intrusive or compromise the provision of shared amenity space;
  - b. Ensure facilities are visually screened;
  - c. Provide adequate space for the temporary storage of waste (including bulky waste) materials generated by the development; and
  - d. Provide layouts that ensure facilities are safe, conveniently located and easily accessible by occupants, operatives and their vehicles”.

- 8.24 Policy DM13.2 of Croydon Local Plan 2018 states that “To ensure existing and future waste can be sustainably and efficiently managed the Council will require a waste management plan for major developments and for developments that are likely to generate large amounts of waste”.
- 8.25 A secure and covered waste/recycling area is shown a maximum of 18m from the public highway which is below the maximum pulling distance recommended in the Council’s Supplementary Planning Document (20m).
- 8.26 The Councils current bin standards state that HMO units with more than 6 occupants should have the same refuse provision as a block of 5 or more flats.
- 8.27 As part of the HMO the application, the scheme would propose 2 one person units and 9 two person units, with the result that the application scheme would require a total of 1410Ltrs provision for general waste, 1408Ltrs provision for Dry Recycling and 132Ltr for 132Ltrs for Food Recycling.
- 8.28 The application scheme would propose 1760Ltrs provision for waste provision, 1760Ltrs for Dry Recycling and space for 132Ltrs for food recycling with the result that the waste provision would be in excess of the minimum requirements and would be acceptable. It is also noted that the provision of refuse storage can be adequately controlled by the imposition of a suitably worded planning condition should planning permission be granted.

### **Fire Safety**

- 8.29 Policy D12 of London Plan 2021 states that “In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:
- 1) Identify suitably positioned unobstructed outside space:
    - a) For fire appliances to be positioned on
    - b) Appropriate for use as an evacuation assembly point
  - 2) Are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
  - 3) Are constructed in an appropriate way to minimize the risk of fire spread
  - 4) Provide suitable and convenient means of escape, and associated evacuation strategy for all building users
  - 5) Develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
  - 6) Provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.
- 8.30 A Fire Safety Statement has been provided which states that there are two ground floor exit points: one via the front door lobby area onto Neville Rd and the other via

the side door to the parking area, furthermore with regards to Fire brigade access there is access through the front and side door and also through all windows on both ground and first floors.

- 8.31 The Statement also states that with regards to Fire Protection Measures, the means of escape from the extended first floor will be via the staircase and hallway with 60 minutes fire protected measures already in place – to service the existing loft rooms - including 60 minutes resistant partitions and 60 minutes resistant fire doors to all habitable rooms. There are in addition to mains fed smoke alarms with battery back up on each floor.
- 8.32 The Fire Statement states that with regards to Building control and fire regulations, the proposed development will need to comply with requirements. These will be checked by building control as part of their regular compliance checks during the life of the build and compliance with the provisions of the Fire Statement can be controlled by condition.
- 8.33 With regards to ongoing maintenance the Fire Statement advises that “We will notify the house owners of the importance of checking that the smoke alarms are fully functioning, and that the battery back-up facility is checked and batteries replaced at regular intervals. This will ensure that the smoke alarms work in the event of a power failure, thereby providing an audible warning of any fire.
- 8.34 The Fire Statement would accord with Policy D12 of London Plan 2021. Furthermore, it is noted that the proposal would only be for small works and there is sufficient protection under Building regulations it is not considered that it would be justified to refuse the application on this basis.

## **Flooding**

- 8.35 According to the Environment Agency, the application site is located in an area with a medium risk of surface water flooding and a very low risk of flooding from rivers and the sea. The applicants Flood Risk Assessment Team appears to have carried out the correct flood hierarchy. The site is situated within Flood Zones 2 and 3 when using the Environment Agency Flood Map for Planning (Rivers and Sea). Post development, the site will become “more vulnerable”, as the application is for the conversion of 11 bed HMO (Sui Generis) with shared living, and kitchen facilities.
- 8.36 A sequential test has not been carried out as this is not required for minor development or when the development proposed involves a change of use (e.g. from commercial to residential) unless the development is a caravan, camping chalet, mobile home or park home site. This is in line with the Environment Agency requirements.
- 8.37 The applicant has provided a Flood Risk Assessment that follows the appropriate format for assessing the flood risk of a scheme and follows the flood hierarchy.

- 8.38 The application states that “safe escape can be provided by a formal flood warning and evacuation plan which will need to be prepared in liaison with the Council’s Emergency Planners and tied in with the existing emergency plans for the area. The applicant has agreed to implement a flood warning and evacuation plan post development, and will subscribe to the EA’s flood warning service”.
- 8.39 The report also advises that Flood proofing of the development will be if needed and that as there would be no increase in impermeable coverage post development, there would be no need for additional surface water drainage features. The proposed development will utilise the existing drainage arrangements on site. No objection is therefore raised.

## **9.0 Conclusions**

- 9.1 In conclusion, the proposed development would provide HMO residential accommodation, which is an acceptable use. Subject to the attached planning conditions, no harm in terms of residential amenity, highways/parking, character or appearance, flood risk, or any other harm would result. As such, the application is considered acceptable and is recommended for approval.
- 9.2 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).