



North
Northamptonshire
Council

**NORTH NORTHAMPTONSHIRE COUNCIL AREA PLANNING COMMITTEE
(CORBY AREA)
Thursday 19th May 2022**

Application Number:	NC/22/00049//DPA
Case Officer:	Fernando Barber-Martinez
Location:	1 Trent Road, Corby, NN17 2HD.
Development:	Change of use of a property (Class C3) to a Sui Generis HMO for up to 7 people including provision of bin storage and bicycle parking area (retrospective).
Applicant:	Mr Alcin Tuncel
Agent:	Mr Moses Ekole- MEK Town Planning and Design Consultants Ltd.
Ward:	Corby West Ward
Overall Expiry Date:	Wednesday 1st June 2022 (agreed extension of time).

List of Appendices

None.

Scheme of Delegation:

This application is brought to Committee because a material written objection has been received from a statutory consultee (Corby Town Council) that is contrary to the Officer recommendation.

1. Recommendation:

1.1 That Planning Permission be GRANTED subject to planning conditions.

2. The Proposal

2.1.1 The proposal is for the retention of a 7 person House in Multiple Occupation (sui-generis use) involving 5 bedrooms namely: -

Ground Floor: Bedroom 1- 1 person 9.7 sq. m with ensuite shower and toilet, Kitchen area (17sq m) with 4 place table, range cooker, two microwaves and 2 fridges.

First Floor Bedrooms 2 (15.1 sq. m 2-person double bed) and Bedroom 3 (1-person single bed).

Second Floor Bedroom 4(15.1 sq. m) 2-person double bed. Bedroom 5 (11.7 sq. m 1-person single bed).

2.1.2 The planning application has been supported by an agent's Planning Statement. The use (above stated) commenced on 31st December 2021.

2.1.3 Drawings detail a proposed 3-bin storage area in the present rear communal garden area (77 square metres), along with a 7-bicycle parking area on the rear boundary of the site which has a separate pedestrian entrance from the footpath at the rear of the flats.

3. Site Description

3.1.1 The site is located on Trent Road on the northern side of Corby town, accessed from the northern end of Willow Brook Road via Shire Road. This comprises a three-storey flat (townhouse) in a terrace of similar either side of Trent Road finished in brick and fascia cladding with a flat roof, and this has a single car-parking to frontage with garden to rear (also backing onto Shire Road in between lying a public footpath which runs to the rear of the block of flats (townhouses). Shire Road has a bend in the road near to the application site which is on a corner plot of land, and Shire Road has a small parking layby on the southern carriageway when heading in a westerly direction, and that road has mainly semi-detached dwellings from circa 1960's /1970's. There is a large hardstanding area at the far-end of Trent Road which is a communal car-parking area (unmarked car-parking spaces on a concrete hardstanding area).

4. Relevant Planning History

4.1.1 No recent planning history.

5. Statutory Consultation Responses

Internal

5.1.1 Highway Engineer

In respect of the above planning application, the local highway authority (LHA) has the following observations, comments, and recommendations: -

Observations: 1. A 5-bedroom HMO requires at least 5 car parking spaces and 5 cycle parking spaces, as per Northamptonshire Parking Standards. 2. It is noted one car parking space is available to the front of the property. The LPA will need to satisfy itself that the remaining requirement of 4 spaces is achievable within the communal parking areas. 3. A provision of 7 secure, covered and overlooked cycle parking spaces is welcomed. The application site is not affected by a Public Right of Way Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way

RECONSULTATION RESPONSE IN LIGHT OF PARKING BEAT SURVEY

In respect of the above planning application, the local highway authority (LHA) has the following observations, comments, and recommendations: - Observations: 1. The Parking Beat Survey (Survey Report, NDC, March 2022) is noted. There are indeed several runs of roads where parking is not permitted and where stress levels are high however, on the whole, the survey suggests there would be sufficient capacity for the required number of car parking spaces across the range of streets within the survey area. 2. A provision of 7 secure, covered and overlooked cycle parking spaces is welcomed. The application site is not affected by a Public Right of Way Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way.

5.1.2 Environmental Health

No comment or objection – the property benefits from an HMO licence.

5.1.3 HMO Officer

Notified.

Advertisement/ Representation

5.2.1 The Case Officer visited the site on Thursday 17th February 2022 and again on Wednesday 9th March 2022. A Site Notice was posted on Thursday 17th February 2022. Limited re-consultations were undertaken with the Highway Engineer and Corby Town Council on 7th April 2022 in respect of the later submitted Parking Beat Survey.

5.2.3 Neighbours were consulted on Monday 14th February 2022 and to date no letters of representation have been received.

The following is a link to representations made online:

<https://publicaccess.corby.gov.uk/publicaccess/applicationDetails.do?activeTab=makeComment&keyVal=R70ZH2FFN3500>

5.2 3 Corby Town Council

Objection. At a meeting of Corby Town Council held on 7th March 2022, it was resolved to object to this application on the following basis:

- There is insufficient parking provision in the application, and this will create further pressures on the surrounding streets in relation to traffic congestion and the impact on children crossing the road during peak times.
- The property use is not in keeping with the established residential area which are of single residential use.
- The refuse provision is not sufficient.

5.2.4 Northamptonshire Police

No formal objection to the planning application in principle.

However, within the remit of Crime Prevention and Designing Out Crime and on behalf of Northamptonshire Police I make the following comments which due to lack of information are based on standard recommendations for such a development which if implemented will reduce the likelihood of crime occurring. In addition to building regulation and fire safety requirements the following should be serious considered - The doorsets used to access bedrooms from communal areas should be dual certified for both fire and security. A minimum requirement is that a bedroom door set must meet building/fire safety regulations with the locking arrangement being multi-point and a certified BS lock fitted with internal thumb turn. Note: Only doorsets supplied as a complete product from a single source deliver the performance standard for fire safety, security, thermal transmittance, and other criteria. The final exit doors must also be fitted with an internal thumb turn release and any glazing within the door and any side lights adjacent to doors (within 400mm), must include one pane of laminated safety glass meeting the requirements of BS EN 356:2000 class P1A (minimum). This will help prevent manipulating any locks/handles after breakage. Any easily accessible emergency egress windows with non-lockable hardware must include one pane of laminated safety glass meeting the requirements of BS EN 356:2000 class P1A (minimum). This will help prevent manipulating any locks/handles after breakage. The external communal gate leading to the rear of the plot/cycle storage area should be lockable and capable of being operable by a key from both sides. The existing shed to store 7 cycles should meet the following specification: No window – Door hinges need to be bolted through the shed fabric – Two Hasp and Staples that meet Sold Secure ‘Silver’ approval should be used, they should be positioned 200-300mm from the top and bottom of the door, and should be fitted with coach bolts – Padlocks used should meet Sold Secure ‘Silver’ accreditation. – security anchors should be fitted inside the shed meeting Sold Secure ‘Silver’ accreditation and securely fitted to the manufacturer’s specification.

6. Relevant Planning Policies and Material Considerations

6.1.1 Statutory Duty

Section 38(6) of the Planning and Compulsory Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan unless material planning considerations are considered to outweigh it. The ‘development plan’ comprises the North Northamptonshire Joint Core Strategy 2016 and Part 2 Corby Local Plan 2021. The National Planning Policy Framework 2021 is a material consideration.

6.1.2 National Planning Policy Framework (NPPF) (2021)

- Paragraph 130: *“Planning policies and decisions should ensure that developments:*
-
- *a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
-
- *b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
-
- *d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
-
- *e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
-
- *f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

Chapter 2 Achieving Sustainable Development;

Chapter 9 (Promoting Sustainable Transport);

Chapter 12 Well Designed Places.

6.1.3 North Northamptonshire Joint Core Strategy (adopted 2016)

Policies 1 (sustainability), Policy 8 (place shaping principles) and Policy 11 (network of urban and rural areas).

6.1.4 Part 2 Corby Local Plan (adopted 2021)

No relevant planning policies or planning constraints.

6.1.5 Neighbourhood Development Plan

There is no emerging neighbourhood development plan of any material weight in decision making.

6.1.6. DCLG (2015): Technical Housing Standards- nationally described space standard

This document contains internal space standards for new dwellings and new flats.

7. Evaluation

Key Determining Issues:

- Principle of Development;
- Impact on the Character of the Area;
- Neighbouring Amenity and Amenity of Occupants;
- Highway Safety;
- Other Matters.

7.1 Principle of Development

7.1.1 Policy 8 of the Core Strategy provides place shaping principles for new development such as pleasant streets and spaces, distinctive local character and ensuring the quality of life and safe and healthier communities by protecting amenity and designing out crime and anti-social behaviour. Policy 11 of the Core Strategy directs new residential development to within existing urban and rural settlements in the interests of sustainable development.

7.2. Impact on the Character of the Area

7.2.1 There are no changes to any of the existing elevations of the building which means that there is no visual change to the appearance of the townhouse in its change from a dwellinghouse to a 7 person HMO- this being 'in keeping' with the wider residential character of Trent Road. The former dwellinghouse could potentially be used as a 6-person unit of accommodation (as a planning fallback position) without the need for planning permission as that use (C4) is already permitted in law. The comparative comings and goings of 7 occupants from the site is unlikely be discernible in terms of noise and disturbance when compared with an ordinary dwellinghouse used at capacity. Therefore, it is considered that the impact on the quiet character of the area in Trent Road and immediate environs is likely to be neutral.

7.3 Neighbouring Amenity and Amenity of Occupants

7.3.1 The comings and goings of 7 occupants using the townhouse, outdoor rear garden area and existing single space parking (on-site), and nearby on road parking for residential purposes is unlikely to give rise to an adverse impact on neighbouring amenity through additional noise, and as there is no new external building work proposed this does not give rise to any adverse loss of daylight, sunlight or privacy to immediate neighbours as there is no quanta of new development in terms of built form. To date no letters of objection have been received from near neighbours to the site.

7.3.2 In terms of the amenities of occupants themselves - a large kitchen area is being provided and the bedroom, toilet and bathing facilities presently satisfy the separate HMO licensing requirements for the described development. No objection to the proposal has been raised by this Council's Environmental Health Officer. This is in line with Paragraph 130 of the National Planning Policy Framework in terms of quality of design and amenity over the lifetime of the development.

7.4 Highway Safety

7.4.1 Trent Road is accessed off Shire Road, with the application site being on a corner plot with Trent Road/Shire Road- both being roads to a relatively modern standard in terms of road width and provision of footpaths for pedestrians. In that respect access to the site on foot and by bicycle or car is safe.

7.4.2 In terms of technical requirements (highways) – the proposal requires 7 car parking spaces to be provided. This cannot be provided within the existing curtilage – as there is only presently one (off road) car parking space available. There is however a large communal parking area at the end of Trent Road (with associated garaging) which at the time of the Case Officer's site visit did indicate adequate parking availability. Nonetheless a Parking Beat Survey was subsequently provided by the applicant's agent which indicates that the additional 6 parking space capacity could be found within easy reach of the application site. On this point this Council's Highway Engineer raises no objection to the proposal on highway safety and parking provision (car and bicycle).

7.5 Other Matters

7.5.1 Corby Town Council raised a concern in respect of bin storage which on occasions can be problematic at a House in Multiple Occupation due to the number of occupants. On this point the applicant has identified a storage place in the rear garden for the storage of three waste bins and this is considered acceptable and can be made a requirement of planning permission by way of planning condition 4.

8. Conclusion

8.0.1 The proposal will lead to additional occupants accommodation within the townhouse without any adverse impact on the residential amenity near neighbours. The proposal does not give rise to any highway safety or local character concerns. The proposal therefore accords with policies 8,11 of the North Northamptonshire Joint Core Strategy (2016), and the recently Revised National Planning Policy Framework (2021).

9. Recommendation

9.1 For all the reasons considered above and weighing up the policies of the North

Northamptonshire Joint Core Strategy (2016) and other material considerations it is recommended that planning permission is granted subject to the conditions set out below.

10. Conditions

1. The development hereby permitted shall begin before the expiration of three years from the date of this application.

Reason: As required by 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 conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority to discharge other conditions attached to this decision.

Reason: For the avoidance of doubt and to ensure a suitable form of development in accordance with Policy 8 of the North Northampton Joint Core Strategy.

3. The cycle storage area (detailed on Drawing No.4 (Jan 22) received 9.2.2022) shall be provided on site within 3 months from the date of this planning permission, and thereafter retained for the storage of cycles.

Reason: In the interests of promoting alternative forms of travel in accordance with Policies 1 and 8 of the North Northamptonshire Joint Core Strategy (adopted 2016).

4. The refuse bins storage area and associated bins (detailed on Drawing No.4 (Jan 22) received 9.2.2022) shall be provided on site within 3 months from the date of this planning permission, and thereafter retained for the storage of bins.

Reason: In the interests of neighbouring residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy (adopted 2016).