
APPLICATION DETAILS

Application No:	22/0306/COU
Location:	16 Queens Road, MIDDLESBROUGH, TS5 6EE
Proposal:	Change of use from 3no. flats to 5 bed HMO
Applicant:	Eduardo Duardo and Kath Lockwood
Agent:	Pyramid Architectural Designs
Ward:	Park,
Recommendation:	Approve Conditionally

SUMMARY

The application seeks planning approval to convert the property to a 5 bed House in multiple occupation from 3 flats. No external changes are proposed.

42 neighbour objections have been received along with 3 objections from elected members.

The proposal is largely compliant with relevant policy in that it is a residential use in a residential property in a residential area. The units are below the national space standards for a one bed property (37m²); however this space standard relates to a 1 bed self-contained flat. There is no policy in the Middlesbrough Local Plan which sets a space standard for Houses in multiple occupation. Instead, these are considered against their general provisions / usability. The proposed HMO has 5 bedrooms with en-suites only and shared communal facilities available on the ground floor and outside. The proposal is well laid out demonstrating that the property is capable of being sub-divided in such a way that results in an acceptable standard of accommodation.

The property provides communal indoor space and outdoor amenity space, provides for refuse arrangements, cycle provision, outlook.

Highway objections were received with regards to the likely additional demand for parking in the area which is characterised by a high demand for on street parking. The site will however host a similar number of residents to its former use, will be in a sustainable location close to located amenities. Cycle storage provisions have also been incorporated into the scheme. As such it is considered that the change to a small HMO would not have such a significant impact on highway provision / safety which would warrant the refusal of the application in this case.

The proposal adheres to the principles of the National Planning Policy Framework (NPPF) and the local policy requirements (Policy H1, H11, DC1, CS4, CS5, CS18, CS19, and DC1 and

also to the guidance within the Interim Policy Conversion and Sub-Division of Buildings for Residential Use.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The application site is a two storey, end terraced property, situated to the southern side of Queens Road in Linthorpe, in what is a predominately residential area. The properties in this are a relatively uniform, characterised by their red brick construction, tiled gabled roof, two storey bay windows to front with turreted roofs and small frontages with low level boundary treatments which front directly onto the cobbled street.

Planning approval is required to convert the property into a 5 bed HMO with shared communal facilities.

The proposal will comprise of five bedrooms (which has been reduced from 6 bedrooms) each with their own en-suite, two to the ground floor and three on the first floor. A shared kitchen/diner and utility room will be available at the rear and shared lounge to the front which will be available for use by all the residents occupying the property. The property also has outdoor amenity space at the rear.

PLANNING HISTORY

No relevant planning history.

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- The provisions of the Development Plan, so far as material to the application
- Any local finance considerations, so far as material to the application, and
- Any other material considerations.

Middlesbrough Local Plan

The following documents comprise the *Middlesbrough Local Plan*, which is the Development Plan for Middlesbrough:

- Housing Local Plan (2014)
- Core Strategy DPD (2008, policies which have not been superseded/deleted only)
- Regeneration DPD (2009, policies which have not been superseded/deleted only)
- Tees Valley Joint Minerals and Waste Core Strategy DPD (2011)

- Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011)
- Middlesbrough Local Plan (1999, Saved Policies only) and
- Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).

National Planning Policy Framework

National planning guidance, which is a material planning consideration, is largely detailed within the *National Planning Policy Framework* (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The NPPF defines the role of planning in achieving economically, socially and environmentally sustainable development although recognises that they are not criteria against which every application can or should be judged and highlights the need for local circumstances to be taken into account to reflect the character, needs and opportunities of each area.

For decision making, the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development (paragraph 38). The NPPF gives further overarching guidance in relation to:

- The delivery of housing,
- Supporting economic growth,
- Ensuring the vitality of town centres,
- Promoting healthy and safe communities,
- Promoting sustainable transport,
- Supporting the expansion of electronic communications networks,
- Making effective use of land,
- Achieving well designed buildings and places,
- Protecting the essential characteristics of Green Belt land
- Dealing with climate change and flooding, and supporting the transition to a low carbon future,
- Conserving and enhancing the natural and historic environment, and
- Facilitating the sustainable use of minerals.

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

Housing Local Plan (2014)

- H1 Spatial Strategy
- H11 Housing Strategy

Core Strategy DPD (2008)

- CS4 Sustainable Development
- CS5 Design
- CS18 Demand Management
- CS19 Road Safety
- DC1 General Development

Other Relevant Policy Documents

- Interim Policy Conversion and Sub-Division of Buildings for Residential Use

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address.
<https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

Planning Policy

The principle of use of the property as a HMO is not contrary to the Development Plan, subject to consideration that the proposed development would result in satisfactory amenity for occupiers of the property and for neighbouring properties.

Highways

The proposals will lead to an increased demand for on-street parking. Present demand for the limited available on-street parking in the vicinity of the site is high with unmanaged parking already seen. It is considered that the additional demand for parking that will be generated by the development cannot be accommodated within the public highway, without being detrimental to highway safety, free flow of traffic nor residential amenity. This would be contrary to the NPPF and Core Strategy Policy DC1 (General Development).

Environmental Health

No Objections

Elected Mayor Andy Preston

I would like to express my objection to the current HMO application in Queens Rd.

An additional HMO in this area would cause a number of issues for the street, including exacerbating existing parking problems, household-waste management challenges and worst of all: anti-social behaviour.

The introduction of HMOs in this part of Linthorpe will, I fear, rapidly change the nature of the whole area and ultimately bring about a widespread decline in this part of Middlesbrough. In turn this would lead to increased middle-class flight to outer suburbs and cause some of central Middlesbrough's shocking demographic problems to spread to and ultimately dominate Linthorpe.

Cllr T Furness

As the Ward councillor I would like to formally lodge my objections to the proposed HMO at 16 Queens Road for the following reasons:

1. Refuse collection and fly tipping is already an issue in the area and having a house with multiple occupants will add to stretched services
2. The streets are already overrun with residents cars and the potential for 6 more cars to be added will only make the current parking situation worse
3. HMO normally have short tenancy agreements, and this has the potential to add to the loss of community from already transient rental population in the area
4. Granting a HMO license for this area could then lead to further HMO licenses being sought after. Which will add to the other 3 issues I have already highlighted

Andy McDonald MP

I have recently been contacted by some of my constituents in Queens Road, one of whom I spoke to at some length at my Advice Surgery in February 2022, about the proposed change of use of one of the properties to an HMO. I do understand their concerns about the potential impact that the introduction of such an HMO could have on their street.

In relation to traffic and parking in Queens Road, from my own personal observations, I am aware of the major issues which already exist and am most concerned that if such an extension to the number of households is permitted, with associated visitors and delivery vehicles, it would serve to exacerbate these problems further.

I am also aware of the predicted further strain this could place on local services relating to the street and associated alley, which I understand are already under pressure, including the refuse collection service and the drainage systems.

Constituents have also expressed their concerns to me that if this particular HMO were to be permitted, that it would set a precedent for further such applications, thus increasing the proportion of short-term, transient renters in the area, in contrast with the current sustainable community comprising of a predominance of family type accommodation with long-term occupancy. It is clearly felt that such changes of use to the property at 16 Queens Road would be out of character with the area and have an adverse impact on its residents

I would therefore request, that Middlesbrough Council Planning Committee gives careful consideration to the very valid concerns that residents of Queens Road and their local councillor have expressed in relation to this application.

Public Responses

Number of original neighbour consultations	5
Total numbers of comments received	42
Total number of objections	42
Total number of support	0
Total number of representations	42

1. Richard Atkin - 35 Queens Road
2. Richard Watson – 48 Queens Road
3. Carly Walden – 5 Queens Road
4. C & G Jayasuriya – 42 Queens Road
5. Mr P Brown – 7 Queens Road
6. Sophie Curtis – 24 Queens Road
7. Jane Mason & Julie Duncan – 23 Queens Road
8. Kenneth Lynne – 18 Queens Road
9. Stephen Bloomfield – 27 Queens Road
10. Simah Salim& Razwan Khan – 3 Queens Road
11. Sonia Pearce – 46 Queens Road
12. Carol Bowen – 15 Lambeth Road
13. Mr David Walker - 59 Queens Road
14. Sumaira Iqbal– 65 Queens Road
15. Sue & Tom Richardson – 22 Queens Road
16. Tom & Avril Stoddard – 2 Queens Road
17. Occupier of 28 Queens Road
18. Ashley & Kathleen Francis – 45 Queens Road
19. Marie Hodgson – 44 Queens Road
20. Mrs K Jones - 19 Queens Road
21. A & B Conroy – 1 Queens Road
22. Jonathan MaCann - 55 Queens Road
23. Eric Longley – 10 Queens Road -
24. Patricia Hodgson - 47 Queens Road

25. Michelle Nightingale – 13 Queens Road
26. Christine Tate – 17 Queens Road
27. Elizabeth Watson – 43 Queens Road
28. Andrew Hodgson – 44 Queens Road
29. C Glazebrook – 46 Queens Road
30. 69 Queens Road
31. 65 Queens Road
32. Mr & Mrs Day – 54 Queens Road
33. Max Ferreira & Jackie Cheesebrough – 9 Queens Road
34. Mr & Mrs Ali – 26 Queens Road
35. Shaun Warren – 24 Queens Road
36. Richard Drinkwater -27 Queens Road
37. Mohammed & Nargis Hussian – 15 Queens Road
38. Lesely Willis & Richard Angus Dye - 67 Queens Road
39. Mrs G Moore - 32 Queens Road
40. V Thompson – 7 Queens Road
41. Kenneth & Sue Lynne – 18 Queens Road
42. Rafia Hussain – 8 Queens Road

Letters of objection can be viewed in full online via the following link -
<https://planning.agileapplications.co.uk/middlesbrough/application-details/37657#scrollResponseDetails>

For the purpose of this report, objector comments have been summarised as follows –

- Increase in vehicle numbers/parking issues/highway safety
- The use will attract tenants that will bring criminal and anti-social behaviour
- Additional pressures of rubbish and recycling
- HMO use will change character of the area
- Loss of community
- Noise
- The use will make area less desirable for families and more desirable to developers
- Street does not have capacity of additional households
- Decrease in property values
- Loss of family homes
- Drainage issues

PLANNING CONSIDERATION AND ASSESSMENT

Overview

1. The application site is a two storey, end terraced property, situated to the southern side of Queens Road in Linthorpe, 65m west of the junction with Windsor Road in what is a predominately residential area.
2. Existing plans indicate that the last use of the property was three flats. Whilst planning approval was never sought for the conversion to 3 flats from a single dwelling, Council Tax records indicate that the property has been used as flats since 2006. As this change of use was made more than 10 years ago, albeit unauthorised, this is considered to be the established use. This results in planning approval being required to convert the property into a 5 bed HMO with shared communal facilities.

3. Small, shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom are usually permitted without the need for formal planning permission. However, as the property has been converted to flats, HMO use is not permitted, and planning approval required in this case.

Policy

4. The application site is not allocated for a specific use in the adopted Development Plan. It is a residential property and curtilage within an established residential area.
5. Local Plan Policy H1 advises that windfall developments (those not detailed by specific Local Plan Policies) will need to be sited within the urban area and be sustainable development. The application site is within the urban area within a sustainable location and accords with H11 in this regard.
6. Policy H11 seeks to ensure that housing development delivers a balanced and sustainable housing stock that meets current and future needs. The Middlesbrough Local Housing Needs Assessment 2021 identifies that 2,400 'other' households are projected to form between 2019 and 2037. These 'other' households include multi-person households of unrelated people sharing a dwelling and the proposed development will assist in meeting the projected future housing needs for such households.
7. Policy CS4 requires all development to contribute to sustainable development. This includes being located so that services are accessible and sustainable transport is encouraged, making efficient use of land and prioritising previously developed land. The application site is a sustainable location, close to a local centre and bus routes and again, adheres to the policy requirements in this regard.
8. Policy CS18 requires that development proposals improve the choice of transport options, including promoting opportunities for cycling and walking. The application includes the provision of cycle storage within the yard. The proposed internal layout of the cycle storage appears impractical however as to access a bike in the furthest rack it would be necessary to move the three bikes in the racks in front. A more practical solution would be to rotate the layout of the racks through 90 degrees to enable easier access to all racks. This matter can however be dealt with by agreeing an alternative provision through condition.
9. Policies CS19 and DC1 advise that development proposals that would have a detrimental impact upon road safety will not be supported. As the application site does not have any off-street parking consideration should be given to whether the proposed change of use would result in increased levels of car use and if so, whether the associated on-street car parking could be safely accommodated. This is considered further within the report.
10. Policy CS5 requires all development to demonstrate high quality of design in terms of layout, form and contribution to the character and appearance of the area. Policy DC1 requires that the effect of development on the surrounding environment and amenities of occupiers of nearby properties is minimal. With the exception of the cycle store the only external alterations are to the fenestration at the rear of the property on the ground floor. These matters are considered further within the report.

11. Council policy requires consideration to be given to whether the proposed changes to the internal layout of rooms would have any impact upon the amenities of occupiers of neighbouring properties. The Council's Interim Policy on the Conversion and Sub-Division of Buildings for Residential Use sets out criteria for the sub-division of dwelling houses and commercial buildings into smaller residential units. The application site is currently three flats, so is neither a dwelling house or a commercial building and as such the Interim Policy does not technically apply to this application. However, a number of the criteria set out in the Interim Policy are relevant considerations in the determination of the application on its own planning merits. This includes that the building is capable of providing the number of units proposed to an acceptable standard of accommodation providing adequate levels of privacy and amenity and meeting the Government's Technical Housing Standards. The supporting text to the Policy recognises that individual units for communal accommodation may fall below the nationally prescribed space standards but requires that proposals for such accommodation provide a high standard in terms of the space, usability, privacy and amenity, which is suitable for long-term accommodation and may also provide an element of communal space.

Proposal

12. The proposed 5 units will range in size from approx. 11.5sqm to 8.5sqm. Unlike flats and dwellings, there is no national or Middlesbrough based planning space standards for houses in multiple occupation. However, consideration still needs to be given to whether or not there is sufficient and usable space to provide reasonable amenity / provision for future occupiers. Flexibility can be given in this regard as the units aren't self-contained, compromising of a bedroom and en-suite only. Internal communal space (40m²) will be available on the ground floor comprising of an open plan kitchen/diner/lounge and separate utility room at rear and additional lounge to the front along with a modest outdoor amenity area.
13. The policy also advises that layouts should be designed to retain / achieve a reasonable standard of amenity for existing and future occupiers by avoiding ground floor bedrooms located directly onto pavements. Waste and cycle provisions should also be incorporated into new developments of this type located close enough to serve the properties but at the same time, suitably distanced away from windows.
14. Following concerns regarding the front ground floor bedroom, the scheme has been reduced from 6 units to 5, with the original front ground floor bedroom being now shown as providing a communal lounge. The windows at ground floor to the front and rear of the property are the communal rooms which is similar to the other properties in the street. The HMO is presented and laid out well, with bedrooms large enough for basic furniture (i.e., bed, desk, wardrobe etc.) and windows to each room providing natural light. Refuse/recycling provisions will be located at the rear and along with cycle storage and the properties communal areas run from the front door through to the rear door so all residents would have access in / out of both the front and rear door. The presence of a separate utility room off the kitchen is considered to add positively to the overall provisions.
15. The presence of 2 main communal areas within the building and a rear garden / yard area which is also communal allows for the residents to occupy and use those areas without the need for the use to spill out onto the adjoining street, i.e. it has the ability to be relatively self-contained.

16. No significant external changes are proposed to the property, as such the property will appear unchanged within the streetscene presenting itself as one property as it had done previously. The proposed change of use will contribute to the provision of a mix of well detailed properties in the area.

Privacy and Amenity

17. Where properties are sub-divided, and use intensified there is potential for noise transference between adjoining properties. However, it is a requirement of Building Regulations that adequate noise insulation measures are provided to attenuate noise transference. No significant external alterations are proposed to the property, as such the overall appearance of the property and outlook/privacy of neighbouring properties will not be significantly different as a result of the works.
18. There will be likely to be some additional comings and goings in the property although, it is considered that these are not, through number, likely to have a notably adverse impact on either the character of the area or on the amenity associated with nearby properties in accordance with Policy DC1 (test c).

Highway Safety

19. Parking in this area is limited as the properties along Queens Road have no incurtillage parking and rely heavily on on-street parking. With properties being laid out in terraces and properties having limited widths, there is only a limited amount of space within the street relative to the amount of properties that are present. There is local Tees Valley Highways Guidance which indicates parking standards various types of development although this does not cover Houses in Multiple Occupation. Notwithstanding this, the level of parking and potential impact on parking in the street and freeflow of traffic / highway safety remain to be a material planning consideration.
20. This property is already in existence and the application relates to its change of use and so the existing parking requirements for the property also need to be taken into account. The relevant matter is therefore, whether this proposal would increase demand for parking within the highway and if so, whether any increase could be reasonably accommodated and if not, the likely implications of this impact.
21. The Ward Councillor, Local MP and Mayor have all written in objection to this scheme raising concerns over the lack of adequate parking and highlighting existing parking problems within the street. Local residents have raised the same concerns / objections.
22. The Councils Highway Officer has considered the proposed scheme and has advised that the proposals will lead to an increased demand for on-street parking whilst highlighted that present demand for the limited available on-street parking in the vicinity of the site is high and that unmanaged parking is already taking place. The Highways Officer considers that the additional demand for parking that will be generated by the development cannot be accommodated within the public highway, without being detrimental to highway safety, free flow of traffic nor residential amenity and concludes that the proposed scheme would therefore be contrary to the NPPF and Core Strategy Policy DC1 (General Development).
23. In line with the comments received and comments of the Highways Officer, it is considered that there is very limited parking within Queens Road and that there are already parking issues associated with Queens Road in relation to parking and that

adding demand for parking to the current situation would be undesirable and lead to more ad-hoc parking and adversely affect the free flow of traffic. However, consideration has to be balanced taking into account the existing situation / use of the property. The need for some street parking would have been the arrangement for the property in its original form as one dwelling and in its later use as 3 flats. It is not possible to guarantee nor make assumptions that the five proposed residents will not own vehicles, although HMO's do tend to appeal to single people and those on low incomes where car ownership is reduced. The site is located in a sustainable location a short walk from Linthorpe Road, one of main thoroughfares into the town centre, where there are main bus routes and local services and amenities. The development also includes cycle storage provisions at the rear of the site promoting suitable transport methods which is considered will be more likely to provide for the proposed use than the need for car parking. The former use provided three individual flats, albeit unauthorised, for over 10 years. Three flats would have had a likely capacity of between 3 and 6 adult residents in total and it is considered that a 5 bed HMO is unlikely to generate a greater demand for on street parking and therefore unlikely to have an adverse impact on highway provision / safety which would warrant the refusal of the application in this case. The proposal is considered to adhere to the Council's Sustainable Development Policy CS4. The proposal is therefore considered to be in line with Policies CS18, and DC1 which advise that proposal should incorporate sustainable transport options and do not have a detrimental impact on road safety.

Nutrient neutrality

24. Nutrient neutrality relates to the impact of new development on the Teesmouth and Cleveland Coast Special Protection Area (and Ramsar Site) (SPA) which Natural England now consider to be in an unfavourable condition due to nutrient enrichment, in particular with nitrates, which are polluting the SPA. It is understood that this has arisen from developments and operations which discharge or result in nitrogen into the catchment of the River Tees. Whilst it is understood that this will include farming activities and discharge from sewage treatment works, it also relates to waste water from development. New development therefore has the ability to exacerbate / add to this impact. Natural England has advised that only development featuring overnight stays (houses, student accommodation, hotels etc) should be deemed to be in scope for considering this impact although this is generic advice and Natural England have since advised that other development where there is notable new daytime use such as a new motorway service area or similar could also be deemed to have an impact which may require mitigating. As with all planning applications, each has to be considered on its own merits. Furthermore, it is recognised as being particularly difficult if not impossible to accurately define a precise impact from development in relation to nutrient neutrality given the scale of other influences. Notwithstanding this, the LPA need to determine applications whilst taking into account all relevant material planning considerations.
25. The Local Planning Authority must consider the nutrient impacts of any development within the SPA catchment area which is considered to be 'in-scope development' and whether any impacts may have an adverse effect on its integrity that requires mitigation. If mitigation is required it will be necessary to secure it as part of the application decision unless there is a clear justification on material planning grounds to do otherwise.
26. In-scope development includes new homes, student accommodation, care homes, tourism attractions and tourist accommodation, as well as permitted development

(which gives rise to new overnight accommodation). This is not an exhaustive list. It also includes agriculture and industrial development that has the potential to release additional nitrogen and / or phosphorous into the system. Other types of business or commercial development, not involving overnight accommodation, will generally not be in-scope unless they have other (non-sewerage) water quality implications.

27. The current use of the property as three flats is already 3 residential units and a HMO is classed as a single unit. Three flats would have had a capacity of 6.6 people (average of 2.2 people per flat). The conversion works seeks approval for a 5 bed HMO proposal for 5 people and as such would have a lesser number of people residing there (potentially) at any one time. In view of these matters, it is considered that the proposed change of use is 'out of scope' of needing consideration in relation to impacts of nutrient neutrality on the SPA.

Other matters

28. Concerns have been raised by some residents with regards to additional pressures on waste and recycling. The property is an end-terraced property which has provisions for waste and recycling at the rear. Refuse will also be collected in the same manner as the other properties in the vicinity. The property will house 5 residents which would be a similar capacity to some of the family homes in the area as such it is not anticipated that the amount of waste would be significantly different to that of other properties or the existing 3 flats at the premises.
29. Concerns have also been raised by some residents with regards to the proposed HMO use and possible criminal and anti-social behaviour associated with it. Whilst residents have reported that there have been issues at the property previously in its former use as flats, there is no evidence to suggest that this type of activity will occur in this case. Anti-social behaviour is the actions of an individual and a HMO has the ability to operate without such impacts but can equally operate with impacts, as can a normal residential property, flat or other form of accommodation. In this respect, anti-social behaviour is not a material planning consideration and alternative legislation deals with this should it happen, essentially being a police matter.
30. The HMO will include 5 bedrooms each with en-suite facilities which has raised neighbour concerns with regards to drainage. Drainage falls outside of the planning remit, although works will have to comply with the relevant Building Regulations.
31. Some residents have also commented that property values in the area could decrease as a result of this change. Property values are not material planning considerations and therefore cannot be taken into account during the determination process.

Conclusion

32. The proposed HMO is considered to provide adequate individual and communal space within the property and sufficient space externally taking into account the existing use of the property as 3 flats. The proposal has no off-street parking and notwithstanding objections, it is considered that the proposal will not increase parking requirements at the site. Adequate cycle and bin store provisions are provided within the scheme and adequate levels of privacy and amenity would be retained for both surrounding residents and future occupiers of the property. The proposal would also add to the mix of properties within the area.

33. Recommendation is to approve subject to standard conditions.

RECOMMENDATIONS AND CONDITIONS

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990

2. Approved Plans

The development hereby approved shall be carried out in complete accordance with the following plans and specifications received 7th February 2022 and shall relate to no other plans.

- a. Location plan received 4th May 2022
- b. Proposed layout plan received 23rd June 2022

Reason: To ensure a satisfactory form of development and for the avoidance of doubt.

3. Internal Arrangement –HMO

The internal arrangement of the development hereby approved, including the position and number of bedrooms and living areas and the size of the rooms, shall be undertaken in accordance with the approved plans and thereafter shall not be altered in any way without the written approval of the Local Planning Authority.

Reason: In the interests of the amenities of the residents and to ensure a satisfactory form of development having regard for Policies DC1, and CS5 of the Middlesbrough Local Plan and section 12 of the NPPF.

4. Cycle Store

The development hereby approved shall not be occupied/brought into use until covered and secure cycle parking facilities, for five cycles, have been provided in accordance with plan which are subsequently submitted to and approved in writing by the Local Planning Authority. Such drawings must show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

Reason: To promote use of cycles reducing traffic congestion and in the interests of the amenities of residents to ensure a satisfactory form of development having regard for policies DC1, CS4 and CS5 of the Local Plan and sections 9 and 12 of the NPPF.

REASON FOR APPROVAL

This application is satisfactory in that the proposed change of use accords with the principles of the National Planning Policy Framework (NPPF) and the local policy requirements (Policy H1, H11, DC1, CS4, CS5, CS18, CS19, and DC1 of the Council's Local Development Framework). In particular, the use will not prejudice the

character and function of the area and will not significantly affect any landscaping or prevent adequate and safe access to the site. The proposed use will be consistent with the residential uses of Queens Road and the wider area and it will not be detrimental to any adjoining or surrounding properties. The traffic generated, car parking and noise associated with the residential use will not be of a level likely to result in an unacceptable impact on nearby premises. The application is therefore considered to be an acceptable form of development, fully in accordance with the relevant policy guidance and there are no material considerations, which would indicate that the development should be refused

INFORMATIVES

NONE

Case Officer: Joanne Lloyd

Committee Date: 22nd July 2022

Appendices A – Site location plan



Appendices B – Proposed floor plans/layout

