Originator: John Holmes

Tel: 01484 221000

Report of the Head of Planning and Development

DISTRICT-WIDE PLANNING COMMITTEE

Date: 10-Sep-2026

Subject: Planning Application 2026/90840 Change of use of dwelling to House of Multiple Occupation and internal works 9, Bow Street, Springwood, Huddersfield, HD1 4BJ

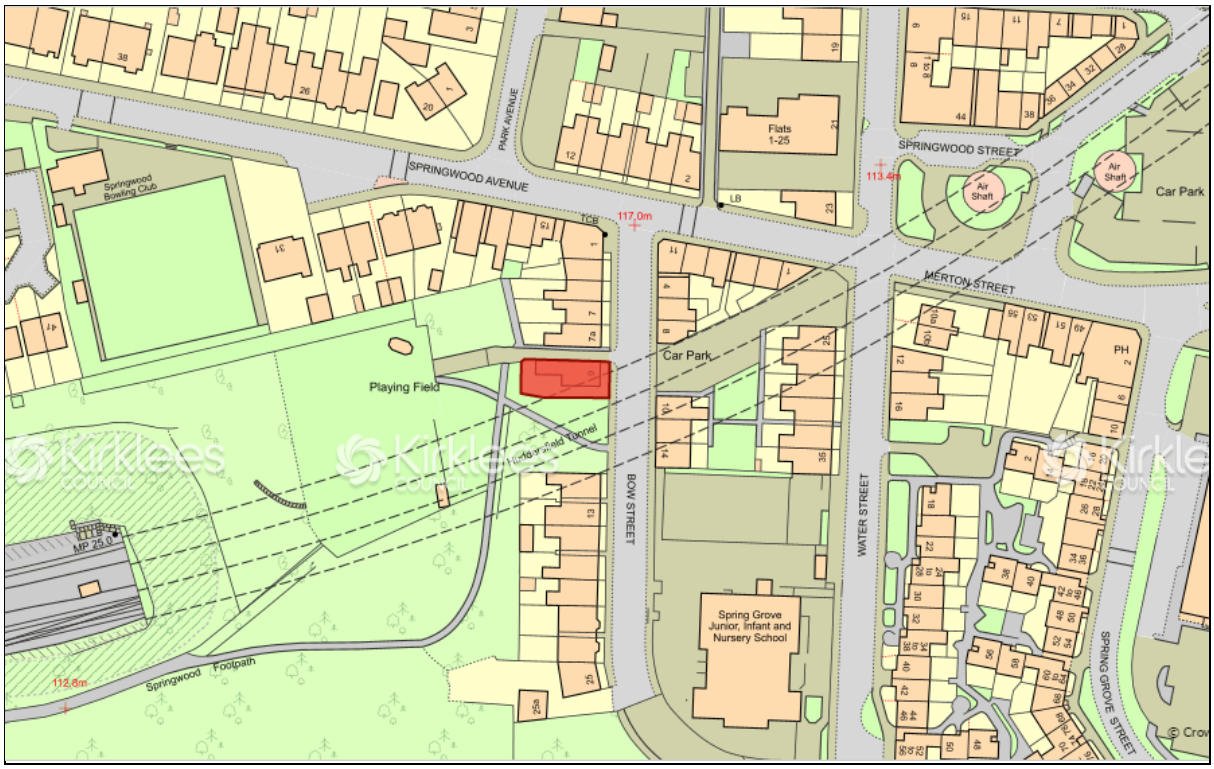
APPLICANT
Grace, Pear Orchard
Property Ltd

DATE VALID	TARGET DATE	EXTENSION EXPIRY DATE
26-Mar-2026	21-May-2026	31-Jul-2026

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.

Public speaking at committee link

LOCATION PLAN



Map not to scale – for identification purposes only

Electoral wards affected: Crosland Moor

Ward Councillors consulted: Yes

Public or private: Public

RECOMMENDATION:
DELEGATE approval of the application and the issuing of the decision notice to the Head of Planning and Development in order to complete the list of conditions including those contained within this report

1. INTRODUCTION:

1.1 This application is brought to the District Wide Planning Committee as a result of a request by Councillor Imran Safdar and Councillor Alex Vickers on the basis of the objections received and concerns raised within the objections.

1.2 A total of 17 objections have been received in relation to the proposed development.

1.3 The Chair has reviewed the application and confirmed the application should be referred to planning committee for decision, in line with the Council's Scheme of Delegation.

2. SITE AND SURROUNDINGS:

2.1 The application site relates to an end terrace property which is within a street with a mix of uses. Along the western side of Bow Street are terraced properties of stone and blue slate construction. Such properties are also to the northern part of the eastern side of the street. The southern half of the eastern side of the street accommodates a school (Spring Grove Junior Infant and Nursery School).

2.2 Immediately to the south of the site, on the western side of Bow Street, is an area of amenity space, which leads to a larger area to the west of the application site. The site is in proximity / sited close or upon a railway tunnel. To the immediate north, east and south of the site the nearest neighbouring buildings are dwellings.

3. PROPOSAL:

3.1 The application is seeking planning permission for the change of use of a dwelling to a House of Multiple Occupation (HMO) with associated internal works. The proposed development would be for a maximum occupancy level of 8 residents. Specifically, the proposal would see the following:

- Submitted site plan ref (100)05 details that there would be 5 vehicular spaces with a tandem parking arrangement provided. These would be located to the south (side) of the building and to the west (rear) there would be 3.no cycle lockers, 2.no grey bins and 2.no green bins.

- Submitted floor plan drawing ref: (100)04) sets out that the site would be laid out with 8.no bedrooms. A shared kitchen / living space would be sited at the first floor level.

3.2 The development would be across three floors with the following layout detailed in the submitted plans:

- Ground floor*:* Bedroom 1 (19m^2), Bedroom 2 (12m^2) and Bedroom 3 (16m^2) with each room accommodating an en suite.

- First Floor*:* Bedroom 4 (11m^2), Bedroom 5 (10m^2), Bedroom 6 (11m^2), shower room (2m^2) and kitchen / living room (21m^2). Ensuite bathrooms would be provided to bedrooms 4 and 5.

- Second Floor (Roofspace)*:* Bedroom 7 (11m^2) and Bedroom 8 (16m^2), shower room (3m^2) with bedroom 8 accommodating an ensuite.

4. RELEVANT PLANNING HISTORY (including enforcement history):

4.1 The planning history for the property relates to two applications dating back to 1991 which relate to development of a two storey rear extension including a dormer extension. One of the 1991 applications was refused (June '91) and a subsequent application approved (August '91). These are considered to be of limited relevance to the consideration of this application.

5. HISTORY OF NEGOTIATIONS (including revisions to the scheme):

5.1 Within an email dated 3rd June 2026, a number of concerns were raised in relation to the proposal, specifically in relation to security measures to be incorporated and the extent of accommodation being proposed in relation to the level of communal areas within the building.

5.2 In response, the applicants' agent set out in an email dated 10th June 2026 the following:

- The installation of internal shutters for security to ground floor bedrooms could be accommodated
- The use would be for an HMO with single occupancy bedrooms with no more than 8 residents
- The property has a historic use as an HMO
- The only occupier with use of the external access to the ground floor bedroom would be the occupier of that property.
- The kitchen / lounge provision meets the requirements of the Council's HMO standards
- Agree to inclusion of a condition to ensure security measures are provided upon any grant of permission
- Agree to inclusion of a condition to ensure obscure glazing to the window serving the kitchen upon any grant of permission

6. PLANNING POLICY:

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

6.2 The site is unallocated within the Kirklees Local Plan (adopted 2019). The site is in an area identified as being at higher risk as a result of former mining activity and is also in an area in proximity to a railway tunnel.

6.3 The following legislation, policy and guidance is considered relevant to the determination of this application:-

Kirklees Local Plan

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP11** – Housing Mix and Affordable Housing
- **LP21** – Highways and access
- **LP22** – Parking
- **LP24** – Design
- **LP52** – Protection and improvement of environmental quality
- **LP53** – Contaminated and unstable land

National Policies and Guidance

6.4 National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published August 2026, the Planning Practice Guidance Suite (PPGS) first launched 6th March 2014 together with Circulars, Ministerial Statements and associated technical guidance.

6.5 The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications. The following chapters of the NPPF are considered applicable:

- Chapter 3 Decision Making Policies
- Chapter 4 Achieving Sustainable Development
- Chapter 5 Meeting the challenge of climate change
- Chapter 14 Achieving well designed places
- Chapter 15 Promoting sustainable transport
- Chapter 17 Pollution, public protection and security

Supplementary Planning Documents / Guidance

- Kirklees Highway Design Guide (adopted November 2019)
- Housebuilders Design Guide SPD (adopted June 2021)
- Nationally Described Space Standards
- Waste Management Design Guide for New Developments (Oct, 2020, v.5)

Legislation

- The Town & Country Planning Act 1990 (as amended).
- The Planning and Compulsory Purchase Act 2004.
- Section 17 of the Crime and Disorder Act 1998 (as amended)

7. PUBLIC/LOCAL RESPONSE:

7.1 Publication of the application has been undertaken in accordance with the Council's Development Management Charter which incorporates the legislative requirements for publicity of applications.

7.2 Seventeen (17) letters of objection to this application have been received. The representations have all been in objection raising the following summarised observations / concerns:

- Have resided upon the street for a long time
- Bow Street has a long and proud history of being a street that has been home to families for generations.
- The street is a quiet and family-friendly street with different generations of the same family living in the same houses over a period of decades.
- There are existing severe vehicle congestion and related problems on Bow Street at least twice a day due to parents dropping and picking up their children from the school.
- Residents often struggle to find a parking space on the street due to the heavy school-related traffic.
- A house of multiple occupation means that there are likely to be a variety of potential occupants.
- The property was previously tenanted and was raided by West Yorkshire Police around 2022 due to it being used for illegal activity. This was a tremendous shock to the residents of Bow Street and lead to some serious concerns about how such a quiet and traditional street had become the centre of such an operation.
- There is real concern that there could be a repeat of such a situation in the event that the property is permitted to be converted to a house of multiple occupation.
- One other property on Bow Street is currently also a house of multiple occupation.
- The tenants of other HMO accommodation have caused a tremendous amount of problems to the residents of Bow Street. Due to illegal activity / anti social behaviour which led to significant levels of visitors to the property. Would not want to see this replicated particularly in light of the fact there is an ongoing police investigation.
- Would welcome the opportunity to make representations at Planning Committee
- Strong community opposition to the proposal and hope that our concerns, as decades long residents, are taken into serious consideration

7.3 The summarised representations are taken into account in the assessment of this application and discussed in greater length within section 9 of this report.

8. CONSULTATION RESPONSES:

8.1 The following consultations have been undertaken for this application with the summarised responses listed below.

- **KC Highways Development Management (KC HDM):** No objection
- **KC Waste Strategy (KC WS):** No objection subject to condition
- **KC Designing Out Crime Officer (DOCO):** Confirm they do not support the proposed development
- **Network Rail:** Confirm they have no observations to make

8.2 The responses of the above consultees are discussed in greater length within the 'Assessment' section of this report.

9. MAIN ISSUES

- Principle of development
- Impact upon the Character / Appearance of the area
- Impact on Residential Amenity
- Impact on Highway Safety
- Safety and Security
- Other Matters (specifically the following):

  Climate Change
  Network Rail
  Ecology
  Land Stability

- Representations
- Conclusion & Recommendation

10. APPRAISAL

Principle of development

10.1 It is necessary to consider planning applications for housing development in the context of NPPF policies S3 – S5 of Chapter 4. The objective of the policies in Chapter 4 are to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements. For proposals within settlements policy S4 sets out development should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

10.2 The dimensions of sustainable development will be considered throughout the consideration of this proposal. Policy S3 of Chapter 4 of the NPPF sets out that decisions on development proposals should apply a presumption in favour of sustainable development which will be explored in the consideration of this application.

10.3 In this instance, LP11 of the Kirklees Local Plan is also relevant, as the scheme aims to convert existing dwelling into House of Multiple Occupation. The policy states that: *"all proposals for housing, including those affecting the existing housing stock, will be of high quality and design and contribute to creating mixed and balanced communities in line with the latest evidence of housing need."*

10.4 The proposal would see a building which appears to be lawfully used as a dwelling falling within use class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) utilised as a house in multiple occupation (HMO) for up to 8 persons.

10.5 It is noted that there is scope for change of use of the premises to use class C4 for use as a house of multiple occupation for up to 6 persons possible through utilisation of permitted development rights as prescribed by Class L of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Further, it appears the use of the site has historically been utilised as a 7 person occupancy HMO, although whether such a use became established as lawful has not been demonstrated.

10.6 There remains, therefore, a realistic fall back in terms of the use of the building as an HMO falling within use class C4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for up to 6 persons.

10.7 Notwithstanding the permitted development fall-back, which is considered to be possible in this case, it is considered that the street upon which the proposal is located is not overly dominated and does not have an excessively high concentration of houses in multiple occupation within the street.

10.8 It is therefore concluded that the use of the building as a house of multiple occupation for up to 8 persons is acceptable in principle having regard to the aforementioned policies.

<u>Impact upon the Character and appearance of the area</u>

10.9 Section 14 of the NPPF discusses good design. Good design is a key aspect of sustainable development, it creates better places in which to live and work and helps to make development acceptable to communities. Local Plan Policies LP1, LP2 and LP24, as well as principles within the Housebuilders Design Guide are all also relevant. All the policies seek to

achieve good quality design that retains a sense of local identity, which is in keeping with the scale of development in the local area and is visually attractive.

10.10 Local Plan Policy LP24(a) states that all proposals should promote good design by ensuring the following: *'the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape'.*

10.11 The proposal would see the change of use of the building only. Whilst reference is made to potential to utilise internal shutters as a security measure, such an internal alteration would fall outside the definition of development for which permission would be required.

10.12 No details relating to artificial lighting have been provided as part of this application. The visual impact of the development could be significantly increased as a result of artificial lighting being implemented to the building. Such lighting is considered necessary to ensure security measures are in place. It is therefore recommended that should planning permission be granted, a condition be imposed which requires details of artificial lighting to be agreed and implemented.

10.13 The proposal would utilise the existing driveway to provide tandem parking, this is an arrangement which can be undertaken in any event and is not considered to significantly impact upon the visual amenity of the site / wider locality as a result.

10.14 Having regard to the nature of the proposal, subject to condition, it is considered the visual impact of the development would not be significant in this case. The proposal is therefore concluded to be acceptable in this regard, taking account of the aforementioned policies.

<u>Impact upon Residential Amenity</u>

10.15 Sections B and C of LP24 states that alterations to existing buildings should:

"…maintain appropriate distances between buildings' and *'…minimise impact on residential amenity of future and neighbouring occupiers."*

10.16 Further to this, Chapter 17 of the National Planning Policy Framework seeks that planning decisions ensure that developments have an acceptable impact in relation to residential amenity. Specifically, that developments do not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers.

10.17 Principle 6 of the Housebuilders Design Guide sets out that residential layouts must ensure adequate privacy and maintain high standards of residential amenity, to avoid negative impacts on light, outlook and to avoid overlooking.

10.18 Policy LP52 is considered to be of relevance and sets out that development must be considered in relation to potential for increases from pollution, in this case the relevant possible increases could relate to noise, light & odour emissions.

Impact on Surrounding / Neighbouring Occupiers:

10.19 The proposal does alter the existing built form of the building. Therefore, the proposal will not result in any undue impacts of overbearing and / or overshadowing towards neighbouring buildings.

10.20 Existing windows and openings would serve the bedrooms and living spaces of the HMO. It is considered that the openings to the front and rear (east / west) elevations would not increase overlooking over and above that which is able to be undertaken in any event from the property.

10.21 Two side windows are present in the property, these would serve an en suite at ground floor and bedroom at second floor level. Given these openings are in place in any event, face an area of vacant land and the blank elevation of 11 Bow Street, it is considered there would be no significant increase in overlooking arising from these openings.

Impact on Future Occupants:

10.22 An opening serving bedroom 4 would be in close proximity to one of two windows serving the Kitchen / living space. To ensure no significant level of overlooking arise, a condition is recommended to be included upon any grant of permission to ensure the window in the southern elevation serving the Kitchen / Living room to the first floor is obscure glazed and non openable. On the basis of the inclusion of this condition, it is considered there would be no significant overlooking arising to occupiers of bedroom no.4.

10.23 The Nationally Described Space Standards contain no specific standard for HMOs, nor for houses in excess of 6 bedrooms. However, Kirklees Council has its own amenity standards for Houses of Multiple Occupation.

10.24 Whilst it should be noted that this does not form part of the adopted Development Plan, and therefore carries limited weight in the determination of this application, it does provide a useful guide as to the standard of amenity that is considered acceptable for an HMO.

10.25 Section 8.1 of this document refers to one unit of accommodation with cooking, living and sleeping facilities. With regard to the size of bedrooms, this document sets out that one room for one person should have a minimum internal area of 13m^2.

10.26 The document goes on to assess shared accommodation and states each living room should have a minimum living room size of 8m^2 plus an additional 1m^2 per person.

10.27 In terms of the standards, the shared amenity space meets the requirements. There are, however, shortfalls in terms of bedroom 5 (shortfall of 1m^2), bedroom 6 (shortfall of 2m^2) and bedroom 7 (shortfall of 2m^2).

10.28 Notwithstanding these shortfalls, all rooms are well proportioned and served by natural light. Coupled with this and the fact other rooms exceed the standards, it is concluded that refusal on the basis of the identified shortfalls, in relation to the council's amenity standards document could not be substantiated in this case. This conclusion is drawn on the basis of the scheme as proposed, for a maximum occupancy of 8 residents and that all bedrooms are single occupancy. A condition is recommended to be attached to restrict the use to no more than 8.no residents, and that the bedrooms are single occupancy.

10.29 There would be areas of outdoor amenity space which would be suitably private and could be utilised by residents for sitting outside, drying of clothes and other such uses of the spaces.

10.30 In terms of noise, the proposal is sited upon a residential street which does not experience significant traffic levels and as such it is not considered necessary to insist upon a scheme of measures to be submitted to the LPA in relation to noise protection measures for future occupiers.

10.31 On the basis of inclusion of the recommended condition, it is concluded that the development would be acceptable in terms of impact upon existing and future occupiers and accords with the aforementioned policies.

<u>Impact upon Highway Safety</u>

10.32 Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 15 of the NPPF relate to access and highway safety and are considered to be relevant to the consideration of this application. The Council's adopted Highway Design Guide and principles within the Housebuilders Design Guide seek to ensure acceptable levels of off street parking are retained are also considered to be of relevance.

10.33 The development proposal would see the existing parking arrangements utilised to the side of the host property. The siting of bins is included upon the submitted plans as well as an area for the storage of cycles.

10.34 The Council's Highways Development Management (DM) Team have been consulted regarding the proposal, and have stated they consider the proposed cycle storage to be acceptable. Within their response, they set out the parking layout is such that it would be unlikely more than 2 vehicles could practically utilise the parking provision. They go on to state that a bin presentation point will be required which could impact upon parking provision further.

10.35 The Highways DM Team set out that permit parking restrictions (Mon – Sat, 8am – 6pm) are present along Bow Street. They go on to advise that residents would not be eligible to apply for permits to park on Bow Street or surrounding streets.

10.36 They go on to conclude that vehicle ownership is anticipated to be low, and the site is in a sustainable location close to the town centre with good access to public transport links and facilities, service and amenities in close proximity to the site. They conclude that they raise no objection to the proposal.

10.37 The Council's Waste Strategy Team have stated they have no objection to the proposal, and recommend a condition requiring a scheme for bin storage / collection be included upon any grant of permission.

10.38 Having regard to the response the Highways and Waste Strategy Team, as well as the existing operation of the site and that which can take place in any event, it is considered that refusal on grounds of impact upon access and highway safety could not be substantiated in this case.

10.39 The proposal would provide cycle parking, and it is recommended a condition is attached should planning permission be approved requiring this to be provided prior to the development being brought into use. Given this would need to be a usable and secure provision it is considered necessary for specific details of the cycle storage arrangements are submitted to the LPA for written approval.

10.40 Waste storage is indicated to be within the site, and there is considered to be adequate space for the necessary provision. It is considered it would be unreasonable of the LPA to insist upon the submission of further specific details or that in curtilage presentation points are accommodated given the existing arrangements at the site presently which can be undertaken in any case.

10.41 Taking account of the existing parking restrictions in place, .which can be enforced, and the sustainable location of the site, it is considered that the impact of the proposal upon access and highway safety would be acceptable in this case. Whilst it is noted there are busy periods of traffic associated with the nearby school, it is considered the proposal would not have any significant impact over and above that which it currently has. Furthermore, permit parking would not be automatically provided in light of the Council's permit parking policy. It is recommended that this be highlighted to the applicant / developer as an informative note upon any grant of permission.

10.42 It is therefore concluded that, subject to condition and informative, the proposal would be acceptable in accordance with the aforementioned policies.

Safety and Security

10.43 Section 17 of the Crime and Disorder Act 1998 places a duty on each local authority to '*do all that it reasonably can to prevent crime and disorder in its area'*. Chapter 17 of the of the National Planning Policy Framework sets out that development proposals should anticipate and address possible malicious threats and other hazards (whether natural or man-made) in relation to occupiers and users, by identifying potential safety risks and proportionate mitigation opportunities which can be addressed through the design of the scheme.

10.44 Policy LP24 sets out that proposals should promote good design by ensuring the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features.

10.45 The West Yorkshire Police Designing Out Crime Officer has been consulted regarding the proposal. They have made reference within their response to conflict arising in terms of vehicular parking arrangements, and raise concern that the proposal would contribute to crime and antisocial behaviour related issues in the immediate vicinity. They also raise residential amenity concerns and point out 2.no other HMO properties are in the locality.

10.46 Representations received detail concerns of the impact of the proposal in terms of crime and anti social behaviour and cite the impact of a house in multiple occupation in close proximity to the site as a result of the way it has been managed and run.

10.47 Weight is afforded the concerns raised, although these must be considered in the context of the extent of development that can be undertaken in any event. As noted earlier in this report, the use as a 6 person HMO is a realistic fall back under permitted development rights. The proposal would effectively regularise use of the site for up to 8 persons. A condition requiring the provision of security measures is recommended to be included upon any

grant of permission which would include access control measures as well as a requirement for CCTV provision. A lighting scheme to ensure there is suitable lighting to ensure the effective operation of CCTV is also recommended.

10.48 It is considered that on the basis of inclusion of the recommended conditions, the impact of the proposal in terms of crime and anti social behaviour would not be such that refusal on such grounds could be justified in this case. Mitigation measures to reduce the potential for criminal activity / anti social behaviour to arise can be ensured and would be included upon any grant of permission.

10.49 It is therefore concluded that on the basis of inclusion of conditions restricting occupancy levels and requiring submission of a scheme of security measures, the proposal would be acceptable in this regard.

Other Matters

Climate Change

10.50 Chapter 5 of the NPPF sets out policies relating to meeting the challenge of climate change. The objective of the policies in chapter 5 are details as being to support the transition to net zero by 2050 and to shape places in ways which are more resilient to the effects of climate change. It does this by setting out policies to shape places in ways that contribute to radical reductions in greenhouse gas emissions and adapt to the full range of current and potential impacts of climate change, by minimising vulnerability and improving resilience.

10.51 On 12th November 2019, the Council adopted a target for achieving ‘net zero’ carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan predates the declaration of a climate emergency and the net zero carbon target. However, it includes a series of policies, which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

10.52 As part of the application a climate change statement was submitted detailing measures to be undertaken including use of energy efficient lighting and water efficient plumbing.

10.53 Considering the scale and nature of the proposed development, especially that it is for change of use of the building, it is considered that the proposed development would not have an impact on climate change that needs further mitigation to address the climate change emergency. The proposed development would therefore comply with Chapter 5 of the National Planning Policy Framework.

Network Rail

10.54 Due to the proximity to railway infrastructure, Network Rail were consulted about the development. They have confirmed they have no observations to make in this case.

Ecology

10.55 Chapter 19 of the National Planning Policy Framework is relevant, together with The Conservation of Habitats and Species Regulations 2017 which protect, by law, the habitat and animals of certain species including newts, bats and badgers.

10.56 Policy LP30 of the Kirklees Local Plan requires that proposals protect Habitats and Species of Principal Importance.

10.57 In terms of Biodiversity Net Gain as set out by the statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). The development is considered to benefit from the de-minimus exemption as set out by The Biodiversity Gain Requirements (Exemptions) Regulations 2024 and there is no required for BNG to be provided in respect of the aforementioned legislation.

10.58 In this case it is considered that development is of a scale / nature that would have a minimal impact upon ecology. The use of external lighting, whilst required to ensure adequate security measures are present, would be ensured to be designed to a level that does not have a detrimental effect upon wildlife.

10.59 Subject to inclusion of an appropriately worded condition in relation to artificial lighting, the proposal is concluded to be acceptable in this regard.

Land Stability

10.60 Policy LP53 of the Kirklees Local Plan and policy P2 of Chapter 17 of the National Planning Policy Framework are relevant which seek to ensure that a site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation.

10.61 The application site falls within an area at higher risk of ground movement as a result of past mining activities as determined by the Mining Remediation Authority. Whilst falling within a high risk area the Mining Remediation Authority identify the development type as that which does not need submission of a Coal Mining Risk Assessment. As such it is considered that it is unnecessary in this case to require a survey of land stability to be carried out with regard to previous mining activity which may have taken place within the locality. It is recommended that the Coal Authority's standing advice is provided with any grant of approval. The response of Network Rail is noted and it is considered the proposal would have no significant impact in relation to stability of land above railway infrastructure.

10.62 As such it is considered that the proposal is acceptable with regard to ground stability in accordance with policy LP53 and policy P2 of Chapter 17 of the National Planning Policy Framework.

Representations

10.63 The representations received have been summarised earlier in this report, for clarity they are repeated again (in italics) and addressed below.

- *Have resided upon the street for a long time*
- *Bow Street has a long and proud history of being a street that has been home to families for generations.*
- *The street is a quiet and family-friendly street with different generations of the same family living in the same houses over a period of decades.*

10.64 **Officer Comment**: These points are noted and have been taken into account in the overall assessment of the scheme.

- *There are existing severe vehicle congestion and related problems on Bow Street at least twice a day due to parents dropping and picking up their children from the school.*
- *Residents often struggle to find a parking space on the street due to the heavy school-related traffic.*
- *A house of multiple occupation means that there are likely to be a variety of potential occupants.*

10.65 **Officer Comment:** Paragraphs 10.34 – 10.44 of the above assessment consider the impact of the development in relation to access and highway safety matters. Given the existing use and the extent of the proposed use it is considered refusal on such grounds could not be reasonably substantiated in this case.

- *The property was previously tenanted and was raided by West Yorkshire Police around 2022 due to it being used for illegal activity. This was a tremendous shock to the residents of Bow Street and lead to some serious*

concerns about how such a quiet and traditional street had become the centre of such an operation.

- *There is real concern that there could be a repeat of such a situation in the event that the property is permitted to be converted to a house of multiple occupation.*
- *One other property on Bow Street is currently also a house of multiple occupation.*
- *The tenants of other HMO accommodation have caused a tremendous amount of problems to the residents of Bow Street. Due to illegal activity / anti social behaviour which led to significant levels of visitors to the property. Would not want to see this replicated particularly in light of the fact there is an ongoing police investigation.*

10.66 **Officer Comment:** The impact of the development with regard to safety and security impact is set out within the section beginning at paragraph 10.45 of this report. The concerns raised are noted, and considered in light of the response of West Yorkshire Police Designing Out Crime Officer, as well as the realistic fall back position at the site which could arise in the event of any refusal. In this case it is considered that on the basis of conditions of any approval ensuring a level of safety and security measures are incorporated as part of the development, the proposal would be acceptable in this regard and refusal on this basis could not be reasonably substantiated in this case.

- *Would welcome the opportunity to make representations at Planning Committee*
- *Strong community opposition to the proposal and hope that our concerns, as decades long residents, are taken into serious consideration*

10.67 **Officer Comment:** These comments are noted. The application has been progressed in accordance with the appropriate procedure with the necessary discussions held with the Chair of the District Planning Committee.

11. CONCLUSION & RECCOMMENDATION

11.1 The proposal is seeking to redevelop the existing site to accommodate an 8 bed House of Multiple Occupancy.

11.2 Having regard to the response of consultees and the extent of the detail submitted, on the basis of inclusion of the recommended conditions the proposed development is considered to be acceptable. Conditional approval is therefore recommended.

12. CONDITIONS (Summary list. Full wording of conditions including any amendments/additions to be delegated to the Head of Planning and Development)

1. Time limit to commence development
2. Plans list
3. Single occupancy bedrooms with no more than 8 residents
4. Requirement for the use of obscure glazing to serve the south facing kitchen window
5. Safety and Security measures to be submitted to the LPA for written approval prior to the development being brought into use which includes details of incorporation f CCTV
6. Lighting scheme to be submitted to the LPA for written approval prior to the development being brought into use
7. Cycle storage to be submitted to the LPA for written approval prior to the development being brought into use

Background Papers:
Application and history files.
Planning application details
Certificate of Ownership –Certificate A signed.