



Planning Committee

19 February 2026

S25/1653

Proposal:	Planning application for a proposed change of use of Offices (Use Class E) to 3no. houses in multiple occupation (HMO) (Use Class Sui Generis)
Location:	29-31 Avenue Road, Grantham, Lincolnshire NG31 6TH
Applicant:	JG Property Solutions Ltd
Agent:	Mrs Louise Cook, Grey-Castle Architectural
Application Type:	Full planning permission
Reason for Referral to Committee:	Called in by Councillor Bailey – number of existing HMOs in radius of proposed, quantity of HMOs proposed (3 in a cluster), inadequate amenities, lack of waste provisions, and loss of commercial property/employment opportunity
Key Issues:	Impact on the character and appearance of the area. Impact on neighbouring amenities.
Technical Documents:	

Report Author

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Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham St Vincent's

Reviewed by:

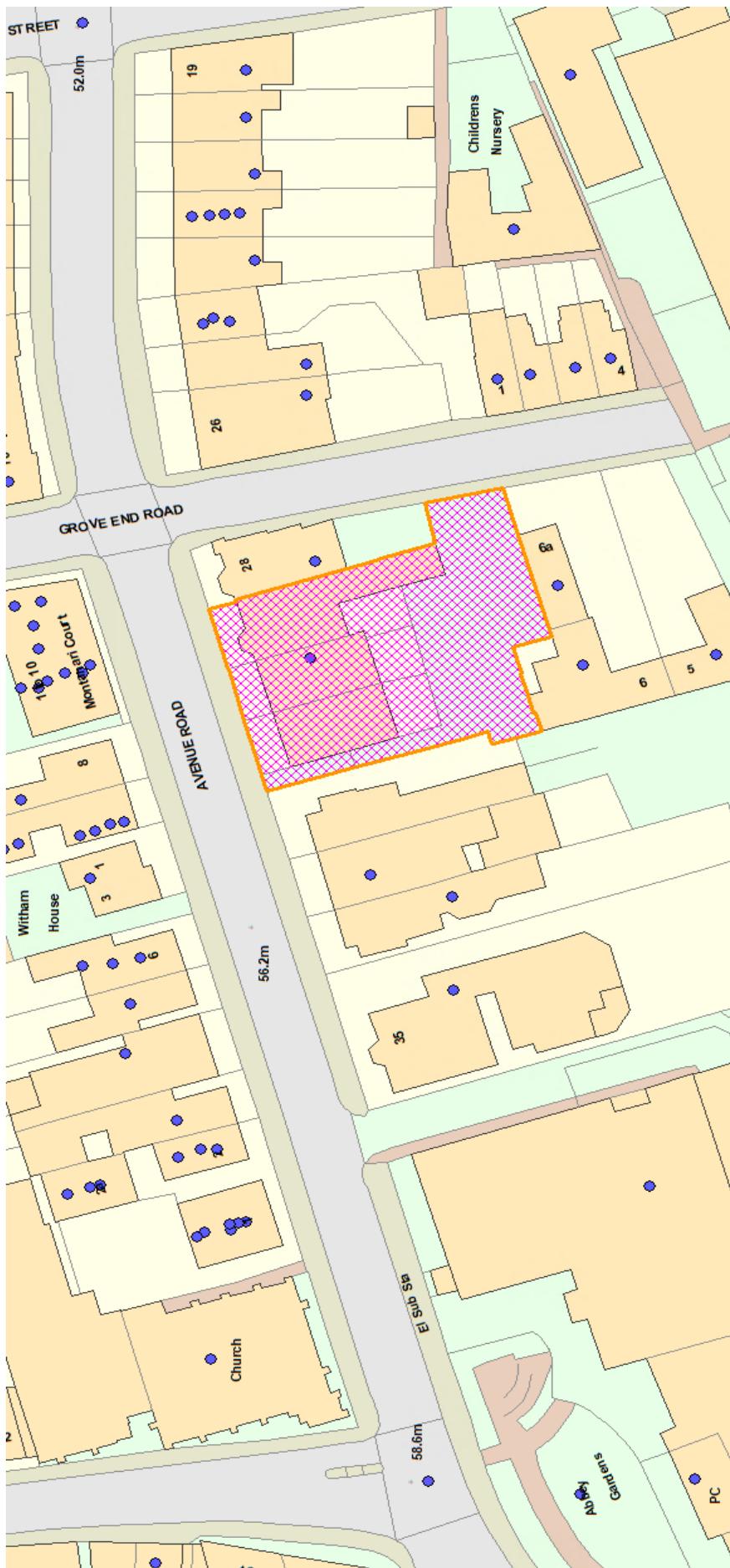
Adam Murray – Principal Development Management Planner

9 February 2026

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

S25/1653 – Avenue Road Grantham



1 Description of Site

- 1.1 The application site is an office building on Avenue Road in the town of Grantham. The building comprises of originally three terraced houses no.29, no.30 and no.31 Avenue Road. The office building contains; storerooms on the lower ground floor; reception, offices, wc, kitchens and storerooms on the ground floor; offices, wc, and kitchens on the first floor; and offices, wc and kitchens on the second floor. The building fronts Avenue Road, and has an access to the west, and parking provision for up to 14 cars to the rear of the building accessed via Grove End Road.
- 1.2 The surrounding area consists of residential dwelling houses to the north, east and south, and to the west a hotel, and other commercial uses including a veterinary surgery, restaurant and council offices.

2 Description of proposal

- 2.1 The proposal is for a proposed change of use from offices (Use Class E) to 3no. houses in multiple occupation (HMO) (Use Class Sui Generis).
 - No.29 Avenue Road - 11 bedrooms, kitchen/dining room, laundry
 - No.30 Avenue Road - 11 bedrooms, kitchen/dining room, laundry
 - No.31 Avenue Road - 12 bedrooms, laundry
- 2.2 There would be parking provision for up to 14 vehicles on site, and cycle parking for 10 bicycles.
- 2.3 The proposed change of use would involve the removal of an area of hedgerow and replacement with a boundary railing, together with the installation of a rear boundary wall to the parking area serving the site.

3 Planning History

Reference	Proposal	Decision
SK.1203/88	Change of use 1 st and 2 nd floors to office	Approved 09/08/88
SK.998/82(14187)	Change of use 1 st and 2 nd floor from residential to office	Approved 02/09/81
SK.1422/77(14188)	Construction of vehicular access	Approved 21/02/78
SK.12/75(14190)	Change of use residential to offices	Approved 27/02/75

4 Relevant Planning Policies & Documents

4.1 SKDC Local Plan 2011 – 2036 (Adopted January 2020)

Policy SD1 – The Principles of Sustainable Development in South Kesteven
Policy SP1 – Spatial Strategy
Policy SP2 – Settlement Hierarchy

Policy SP3 – Infill Development
Policy H4 – Meeting All Housing Needs
Policy E6 – Loss of Employment Land and Buildings to Non-Employment Uses
Policy DE1 – Promoting Good Quality Design
Policy ID2 – Transport and Strategic Transport Infrastructure
Policy GR4 – Grantham Town Centre Policy

4.2 **National Planning Policy Framework (NPPF) (updated February 2025)**

Section 5 – Delivering a sufficient supply of homes
Section 7 – Ensuring the vitality of town centres
Section 9 – Promoting sustainable transport
Section 12 – Achieving well-designed and beautiful places

5 Representations Received

Lincolnshire County Council (Highways)

5.1 No objections.

5.2 Comments:

'The site is located in a central urban area where services and facilities are within a reasonable distance to be accessed via sustainable travel options such as walking, cycling and public transport. Future residents of the development will not be reliant on the private car and therefore parking is not essential for this proposal.'

'The previous use of the property as offices would have generated regular vehicle movements throughout the day, including staff arrivals, visitors, and deliveries. In comparison, the proposed three dwellings are likely to result in fewer and more evenly spread vehicle movements, particularly outside of peak business hours. This change of use therefore represents a reduction in traffic intensity, rather than an increase'

Grantham Town Council

5.3 Neither object or support.

5.4 Comments:

'This comment is an amendment to our previous comment where we mistakenly responded to a different planning application. Our reviewed comment is as follows:

'We are aware that Councillors have commented individually on this matter to raise objections and we trust the planning officer's expertise in coming to a decision on this application'.

SKDC Environmental Protection

5.6 No objections, subject to planning conditions for Construction Work and deliveries.

County Councillor Paul Martin

5.7 Objection.

'As the local County Councillor for the area I am already dealing with issues to do with parking from other additional properties in this area. Avenue Road is regularly bypassed by residents as too dangerous or risky and they drive further around the area to avoid it. Adding any more parking will result in serious highways issues.'

As it is the parked cars along one side of the road cause traffic to backup and wait for a gap. Cars then dash forward at speed hoping to get passed the two sections of parked cars before an oncoming vehicle appears.

My social media request for residents comments received 7.7k views and raised 43 comments. Residents feedback is as follows...

ZM said "I "drive" along this road daily at peak times and it's a complete nightmare! It's not wide enough for 2 cars to pass safely with the constant parked vehicles on one side! Traffic constantly backed up on both sides, very slow moving waiting to see who will run the gauntlet and hit the curb first! I've also seen on many occasions, cars mounting the curb when it's super busy with pedestrians - how there hasn't been a major incident to date is more luck than anything else!! Drivers turning into this road from one of the many side streets do so blindly as the parked cars completely obstruct your view!"

DP said "As stated, Avenue Road is a tricky, narrow main thoroughfare. Accessing Avenue road from Welham street (which already has flats and terraced housing) is already difficult. As a main feeder route for both a College & large school, Avenue Rd has very heavy pedestrian footfall during school start/end of day."

AM said "This road is already very difficult to navigate. It's not very wide and the road gets very busy. It's a main thoroughfare for the college and ambulances need to access it regularly. Increasing traffic will exacerbate an already very problematic area"

KM said "That road is a nightmare to drive down, and the surrounding roads are all full of parked cars too. There's simply no further capacity."

MS said "Its very difficult as 2 cars cannot really pass safely and vans park near the welham street junctions so you can't see what's coming until your half way across. You also get a lot more hgv's and buses going down there recently which can cause traffic to back up to the high street lights some days as they need to wait until its clear to go down."

DS said "I think the answer to this is in the photo not wide enough road now without extra cars being parked"

PR said "very dangerous road at most times"

DG said "My husbands wing mirror was smashed recently while driving on Avenue Road. The other driver failed to stop. The road is obviously very busy and with parked cars almost continuously the length of the road it is already a hazard."

I do not believe that Grantham can be called a sustainable travel area. The Active Travel area never materialised and the structure does not exist within the town to possibly consider so many people won't need their own transport.

The volume of traffic waiting at both junctions to the north and south of Avenue Rd can cause delays and congestion at peak hours.

The over concentration of HMOs in this "strip" is also a great concern. Increasing noise, disturbance and an imbalance in the housing mix. As family homes make way for HMOs. The dynamics of the community will alter, shifting to a more transient environment'.

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement, and 2 letters of representation were received. The letters were objections, and this has been summarised below:

- Application site includes land owned by no.28 Avenue Road, and there are access rights for no.28 Avenue Road to use the parking area
- Overcrowded HMOs which will exacerbate parking issues / congestion on Avenue Road
- High number of pedestrians use Avenue Road
- Concerns about essential services e.g. waste collection, water supply, sewage, healthcare, public transport, emergency services
- Noise and nuisance
- Anti-social behaviour and crime concerns

7 Evaluation

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. The Council adopted the South Kesteven Local Plan 2011-2036 in January 2020, which forms the Development Plan for the District, and is the basis of decision-making in South Kesteven alongside the Lincolnshire Minerals and Waste Local Plan (where relevant).

7.2 Principle of Development

7.2.1 The proposal is for a proposed change of use from offices (Use Class E) to 3no. houses in multiple occupation (HMO) (Use Class Sui Generis).

7.2.2 It is acknowledged that there have been representations concerned with the impact of overcrowded HMOs in the local area.

7.2.3 The current lawful use of the building is offices within the town centre of Grantham, the sub-regional centre. Considering the proposal under Policy SP3 for infill development, the policy states that in all settlements defined in Policy SP2, infill development in accordance with all other relevant Local Plan policies, 'will be supported provided that:

- (a) It is within a substantially built-up frontage or redevelopment opportunity (previously development land)
- (b) It is within the main built-up part of the settlement
- (c) It does not cause harm or unacceptable impact upon the occupiers amenity of adjacent properties
- (d) It does not extend the pattern of development beyond the existing built form; and it is in keeping with the character of the area and is sensitive to the setting of adjacent properties'.

7.2.4 The existing building is located within an existing built-up street frontage and offers a redevelopment opportunity (a), within the main built-up part of the settlement (b). The reuse of the building would constitute infill development within the town centre (d). As such development within this location is acceptable, subject to material considerations.

7.2.5 There is access to extensive local services and amenities, including public transport and in terms of sustainability the site is well located centrally within Grantham. The Site is within Grantham town centre boundary, but not within the primary shopping frontage, and Policy GR4 (Grantham Town Centre Policy) applies.

7.2.6 The site is within the town centre and proposes a residential use outside of the primary shopping frontages. The use proposed would not be contained to the upper floors, and would result in the loss of the employment use from lower floors, contrary to Policy GR4.

7.2.7 Furthermore, the conversion of the building and application site from office to a residential use would result in the loss of the existing employment use.

7.2.8 The application has not been accompanied by any additional information regarding when the use of the office building ceased, or the marketing of the site for an alternative employment use, however, the site is not located in one of the district's Strategic employment sites, or existing employment sites, so it would not be detrimental to the overall supply and quality of employment land within the district (c). Moreover, adjacent to the site no.28 Avenue Road is a residential use (d).

7.2.9 Nonetheless, it is noted that the General Permitted Development Order permits the change of use of offices to residential accommodation, subject to prior approval relating to consideration of the impact on transport, flooding risks and the character of the conservation area.

7.2.10 In conclusion, the use would provide multiple units of small housing provision in Grantham town centre in a sustainable location and would be located adjoining another residential use at no.28 Avenue Road. Therefore, the proposal is considered to be acceptable in principle and in accordance with Policy SP3 (Infill Development), GR4 (Town Centre Policy) and E6 (Loss of Employment Land and Buildings to Non-Employment Uses) of the adopted Local Plan.

7.2.11 The proposal has also been assessed against site specific criteria below.

7.3 Impact on the character and appearance of the area

7.3.1 The application for this change of use relates to an existing building that was formerly offices in the town centre in Grantham. The character of Avenue Road is a mixture of use types with commercial uses closer to the High Street, and residential uses more typical to the east. The introduction of a residential use in this area would not be out of character for the area.

7.3.2 The proposed HMOs would each have between 11 and 12 bedrooms. Each HMO bedroom comprises of a small self-contained bedroom, kitchen and shower room. No. 29 and No.30 also have a shared kitchen/dining room and laundry room. No.31 has a shared laundry room. The Proposed Floor Layout Plans, drawing ref. PL/A1/104 Rev A illustrates the proposed layout of the HMO bedrooms. There is no indication of the number of residents proposed to each of the bedrooms.

7.3.3 The appearance of the building may remain similar to the previous use however the proposed use would be materially different to the previous use as offices. There would be adaptations required to accommodate the proposed use e.g. post requirements, electronic access and door controls, windows, and a CCTV system as is typical for a large HMO.

7.3.4 It is noted that there are minor alterations to the boundary treatments of the site, together with the installation of a bike store. However, limited details have been provided regarding

these structures. Nonetheless, it is Officer's assessment that this could be appropriately controlled through the imposition of planning conditions.

7.3.5 Nonetheless, it is Officers' assessment that, whilst the nature of the occupation of the building would materially change, this would not result in any unacceptable adverse impacts on the character and appearance of the area. The visual appearance of the building will remain the same as the current building, and therefore, would also not result in an adverse impact on the character and appearance of the area. As such, the proposal would be in accordance with Policy DE1 of the adopted Local Plan and Section 12 of the Framework in these respects.

7.4 **Impact on neighbours' residential amenities**

7.4.1 The application site is three sizable, terraced three storey buildings with a parking area to the rear. There are neighbouring residential properties to the north, east, and south. The application has been supported by a planning application form for further information. There is no further information regarding the future residents of the HMO or the management of the property (this is not a requirement for this type of use).

7.4.2 The local planning authority has received objections to the proposed development with concerns raised regarding pressure on essential services, refuse management, parking, noise, and crime/antisocial behaviour.

7.4.3 The planning officer acknowledges that the pattern of people arriving and departing the proposed HMO would be different to previous use. The offices would have generated movements related to staff arriving and departing at peak hours, visitors and deliveries during the working day. The proposed use would have residents arriving and departing for education/work/leisure and shopping purposes. There would also be visitors and deliveries. It is unlikely that the differences in the number of visitors and deliveries would be significantly different to the previous use.

7.4.4 In terms of parking, it is proposed to utilise the parking area to the rear of the building with 14 parking spaces available for residents, and any further parking demand would be accommodated on-street and in local car parks.

7.4.5 The outside amenity space is considered minimal however, the site is located centrally to Grantham and a short walking and cycling distance from local open spaces, such as Wyndham Park, for recreational needs. The site is a short walk from the town centre for other service needs.

7.4.6 Considering noise resultant from the density of residents proposed for the building it is noted that the building is terraced, and does not have physical separation from neighbouring property to the east. No.28 Avenue Road is also a residential use accommodating 7 residential apartments. The central location within Grantham would result in a level of urban noise from existing traffic movement, nearby residences and the hotel in proximity. The Environmental Protection Officer has been consulted and has not raised any concerns regarding noise as a result of the proposed use. The Environmental Protection Officer's response included planning conditions for Construction Work and Deliveries, however, these are not included as the application is for a change of use with only internal alterations.

7.4.7 Considering the fear of crime and antisocial behaviour, Lincolnshire Police's Designing Out Crime Officer was consulted but no response has been received (as of 03/02). The Designing Out Crime Officer has provided comments on other HMO applications in the

district regarding the importance of reference to Secured by Design technical guides. The recommendations provided would apply equally to any HMO and refer to mail delivery, access and visitor door entry systems, external and internal doors, windows and door-sets, CCTV and lighting. There are detailed recommendations attached to each of these topics.

- 7.4.8 The proposal does not involve external alteration or enlargement of the existing building, and it is proposed to mainly undertake internal alterations to create three separate HMO buildings, so the levels of overlooking will remain as existing, and there will be no encroachment on neighbouring residential properties in terms of loss of light or privacy. The outside amenity space will remain the same and will provide parking provision to the rear of the building.
- 7.4.9 Outside there would be storage for 10 bicycles, parking spaces accommodating 14 vehicles. There is no further information regarding refuse storage areas, however, there is sufficient space within the application site to accommodate refuse collection, and this can be addressed with a suitable planning condition. It is the officer's opinion that the levels of internal and external amenity space would be acceptable for 3 HMOs in the town centre location.
- 7.4.10 The proposed amenity space, management and maintenance of the building would be considered against the SKDC Prescribed Standards for HMO Licensing and be appropriately addressed through the licensing process.
- 7.4.11 Taking all the above into account, it is considered that the proposed development would provide a suitable standard of residential amenity for residents, and not result in an adverse impact on the amenities of occupiers of adjacent properties, in accordance with Policy DE1 of the Local Plan and Section 12 of the NPPF.

7.5 Highway issues

- 7.5.1 It is acknowledged that there have been representations concerned with the impact of the proposed development on on-street parking and congestion on Avenue Road.
- 7.5.2 Lincolnshire County Council has been consulted as local highways authority and commented on the application raising no objection to the proposal. They have confirmed that the site is in a central urban area and there are services and facilities within a reasonable distance, and these could be accessed by sustainable travel options such as walking, cycling and public transport. The future residents of the development would not be reliant on the private car and therefore parking is not essential to the proposal. The county council also note that the previous use as an office would have generated regular vehicle movements including staff, visitors and deliveries. The HMO use would result in fewer and more evenly spread vehicle movements outside of peak business hours.
- 7.5.3 The proposals include for bicycle storage for 10 bicycles, and this would be capable of storing bicycles securely for residents. Additionally, there would be car parking spaces for a total of 14 vehicles onsite.
- 7.5.4 The proposal would result in adequate access, parking and turning facilities and would not have an unacceptable adverse impact on highway safety in accordance with Policy ID2 of the Local Plan and the NPPF Section 9.

7.6 Other Matters

7.6.1 The Housing Act 2004 Part 1 assesses housing conditions and enforces housing standards in dwellings, HMOS, unoccupied HMO accommodation, and any common parts of a building containing one or more flats. This legislation covers fire safety, fire detections systems, fire doors, electrical safety, repair and maintenance, and security of housing including damp and mould hazards. Rented properties are required to provide extractions to bathrooms and kitchens, and opening windows to bedrooms for ventilation. There is not an issue with men and women sharing a HMO, or communal areas such as bathrooms as long as the security requirements are met e.g. locks on bathroom doors.

Licensing of HMOs

7.6.2 Licensing of HMOs (Houses in multiple occupation) is covered by the Housing Act 2004 Part 2 and covers all properties with 5 occupants or more living in two or more separate households, who share some basic amenities (washing facilities, toilets, kitchens). It is a requirement for HMOs that they are licenced by the local authority, in this case South Kesteven District Council. All licences granted are subject to conditions which the licence holder must comply with either immediately or within a specified period of time. Certain conditions as detailed in Schedule 4 of the Housing Act 2004 are mandatory and must be included in every licence granted. The Council can also impose any other specific property conditions considered necessary for regulating the management, use and occupation of the premises concerned plus its condition and contents. The licence ensures that the house is suitable for the number of occupants, and the manager of the house is considered to be 'fit and proper' e.g. no criminal record, or breach of landlord laws or code of practice. The council require an updated gas safety certificate every year, installed and maintained smoke alarms, and safety certificates for all electrical appliances. The licence would be valid for a maximum of 5 years.

7.6.3 Furthermore, there are mandatory national minimum bedroom sizes (6.51sqm for single occupancy, and 10.22sqm for a couple) and amenity requirements covering the number of bathrooms / bathing facilities, and kitchens include cooking facilities, cupboard storage, washing facilities, cold food storage, and worksurface preparation for HMOs. The national guidelines stipulate the floor area necessary for kitchens (minimum 7sqm with 1sqm for every tenant exceeding 5) and bathrooms.

7.6.4 It should be noted, there are no requirements under HMO licensing for the provision of a separate sitting room (if the kitchen is large enough to meet the space requirements), laundry facilities, or outside space. There are also no specific requirements for disabled individuals in the HMO licensing requirements.

Management of HMOs

7.6.5 The Management of Houses in Multiple Occupation Regulations sets out the legal duties relating to the day to day running of HMOS. The regulations impose duties on managers of HMOs to

- provide contact details and have them on display,
- ensure all means of escape from fire are maintained and kept free from obstruction, all fire precautions are maintained, steps are taken to protect occupants from injury,
- maintain water supply and drainage,
- ensure annual gas safety checks are carried out
- not unreasonably interrupt gas or electricity supply

- maintain in repair and keep clean all common parts and installations, and ensure common parts have adequate lighting
- ensure each unit and furniture are clean at the start of each occupation and maintain the internal structure and installations in each letting
- provide adequate waste storage facilities and ensure that there is appropriate collection of waste.

7.6.6 The manager should also ensure that the building, and boundary walls, fences, gardens are maintained in a safe and tidy condition.

Issuing the HMO Licence

7.6.7 When determining the licensing application, the property is inspected, and the officer considers whether it is suitable for licensing (room sizes, amenity space), makes an assessment of the licence holder, and whether the proposed management arrangements are suitable.

7.6.8 Where the property is unsuitable for the proposed number of occupiers the local authority may where the property can be made suitable by certain works, place conditions on the issued licence for certain works to be completed by certain dates. Where the property cannot be made suitable for the number of occupiers then the local authority may propose to grant a licence for the number of occupiers the accommodation is suitable for. Where the property or management arrangements are inadequate, or significant health and safety failings are noted then the authority may choose to refuse an application or grant a licence for a reduced time period.

8 Crime and Disorder

8.1 It is considered that the proposal would not result in any significant crime and disorder implications.

9 Human Rights Implications

9.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is considered that no relevant Article of that act will be breached.

10 Conclusion

10.1 The application is for the change of use of an office building Use Class E to three Houses of Multiple Occupancy (Use Class Sui Generis) within Grantham town centre. The proposed use of the site would provide two 11-bedroom HMOS and one 12-bedroom HMO. The use is considered to be in accordance with Policy SP1, SP2 and SP3 of the Local Plan, and suitable as a residential use, particularly taking into account the adjacent residential use. The application scheme is considered to offer an opportunity to provide multiple units of residential accommodation in Grantham town centre in accordance with Policy H4 of the Local Plan, and this would be a public benefit that weighs in favour of the proposal.

- 10.2 The application site is located in a mixed use location provides a suitable level of internal and external residential amenity space including laundry facilities, off-street car parking and cycle parking provision. Furthermore, the HMOs will require a HMO licence and will be assessed against the SKDC Prescribed Standards for HMO Licensing.
- 10.3 Taking the above into account, it is considered that the proposal is appropriate for its context and is in accordance with the NPPF (Sections 9 and 12) and Policies DE1, SP1, SP2, SP3, and H4 of the South Kesteven Local Plan. There are no material considerations that indicate otherwise although conditions have been attached.

11 Recommendation

To authorise the Assistant Director of Planning & Growth to GRANT planning permission, subject to conditions.

Time Limit for Commencement

- 1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i) Proposed Site Layout Plan, drawing ref. PL/A1/103 Rev A (received 02/10/25)
 - ii) Proposed Floor Plans, drawing ref. PL/A1/104 Rev A (received 02/10/25)
 - iii) Elevations, drawing ref. PL/A1/105 Rev A (received 02/10/25)

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

During Construction

Refuse and Cycle Storage

- 3 Notwithstanding the submitted plans, prior to first occupation of any part of the development hereby permitted, further details of the proposed refuse and cycle storage areas, together with the proposed boundary treatments, shall have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include: the final location of the storage area, details of the external appearance and scale of the storage areas.

Thereafter, the development shall be carried out in accordance with the approved details prior to first occupation of the development.

Reason: To ensure that the proposed development would not result in any unacceptable adverse impacts on the character and appearance of the area and the significance of the Conservation Area, as required by Policy DE1 and EN6 of the adopted South Kesteven Local Plan.

Crime Prevention

4 Before the development hereby permitted is occupied, a scheme of crime prevention measures shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the approved measures shall be implemented in full prior to first occupation, and shall be retained and maintained throughout the operation of the use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of minimising crime and disorder, and the fear of crime and disorder.

Management Plan

5 Before the development hereby permitted is occupied, a Site Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include, but shall not be limited to, the following details:

- Noise Management;
- Waste Management; and
- Amenity area management (including internal and external shared areas and hours of use)

Thereafter, the approved Site Management Plan shall be implemented prior to first use and shall be strictly adhered to throughout the operation of the use, unless otherwise agreed in writing by the Local Planning Authority.

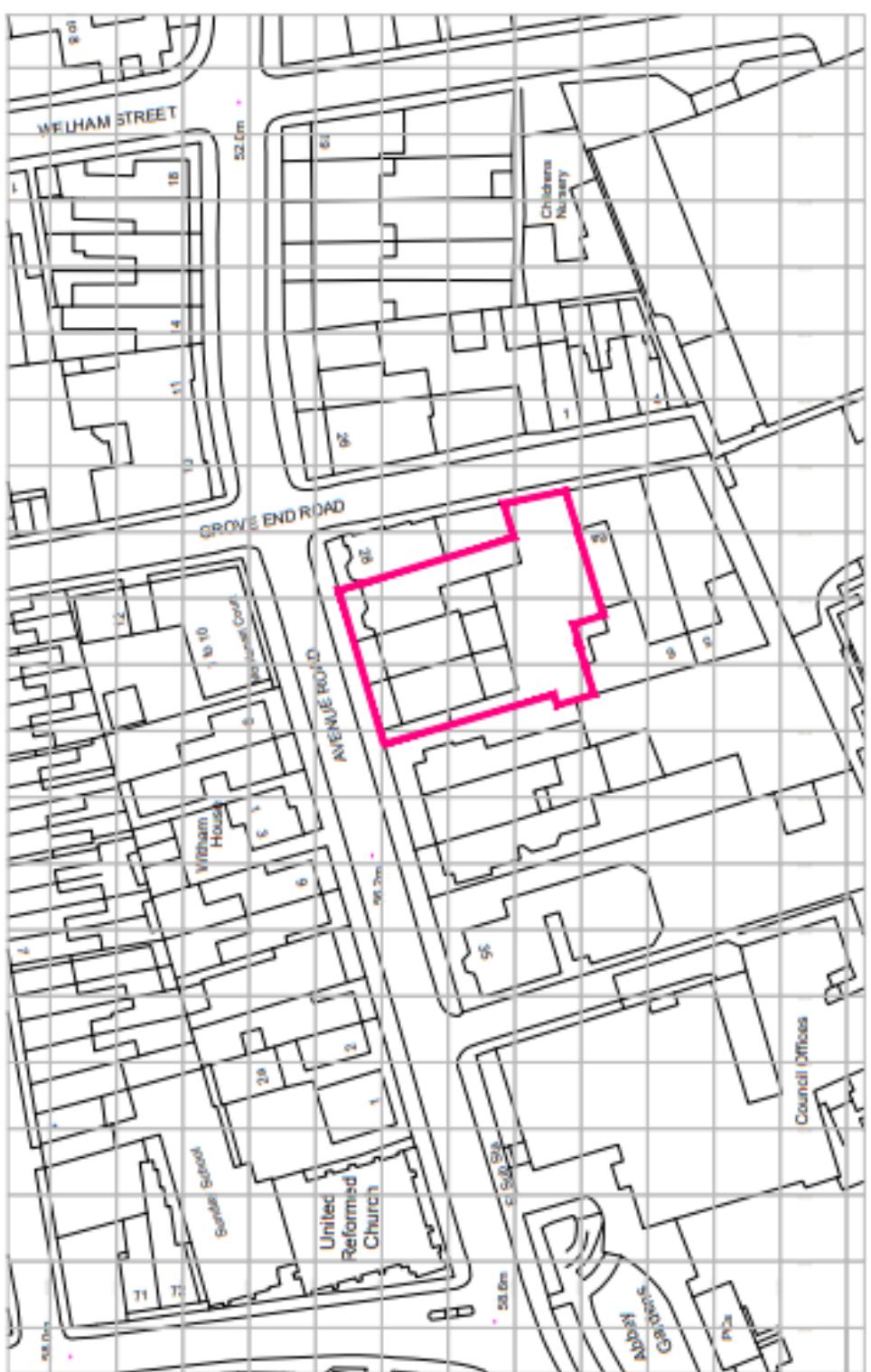
Reason: In the interests of amenity of existing and future residents of the area.

Ongoing Conditions

6 The HMO use (Sui Generis) hereby permitted shall be limited to 3(no) individual houses of multiple occupation, No.29 Avenue Road with 11 no. bedrooms and no more than 11.no occupants, No.30 Avenue Road with 11 bedrooms and no more than 11no. occupants, and No.31 Avenue Road with 12 bedrooms and no more than 12no. occupants, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To define the permission and for the avoidance of doubt.

SITE LOCATION PLAN



Site Location Plan (1:1250)

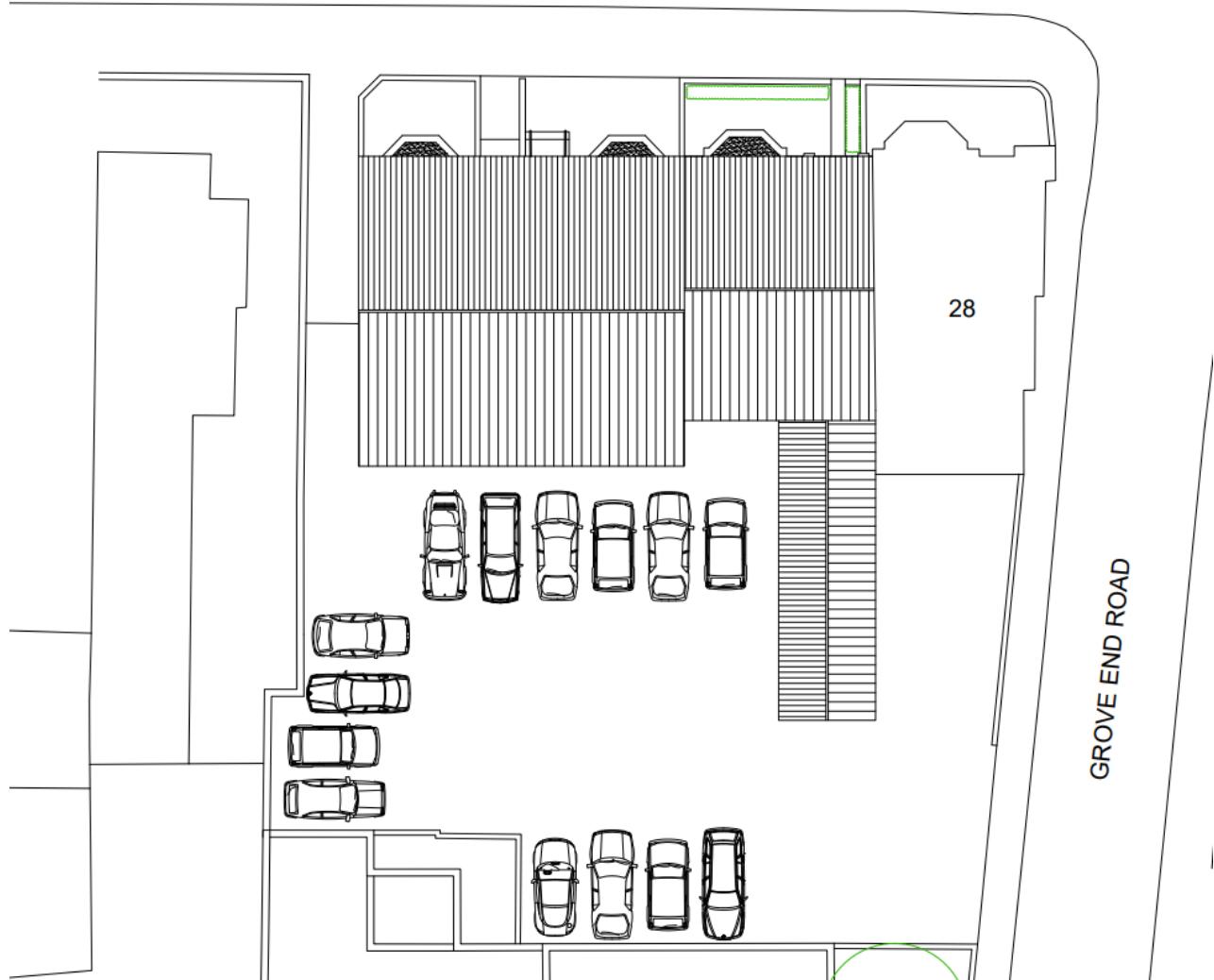


Metres

Scale: 1:1250

BLOCK PLAN EXISTING

AVENUE ROAD

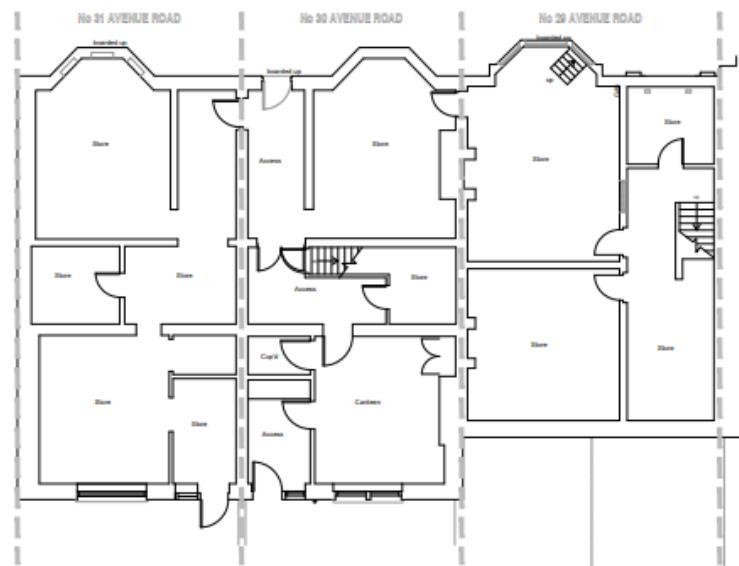


BLOCK PLAN PROPOSED

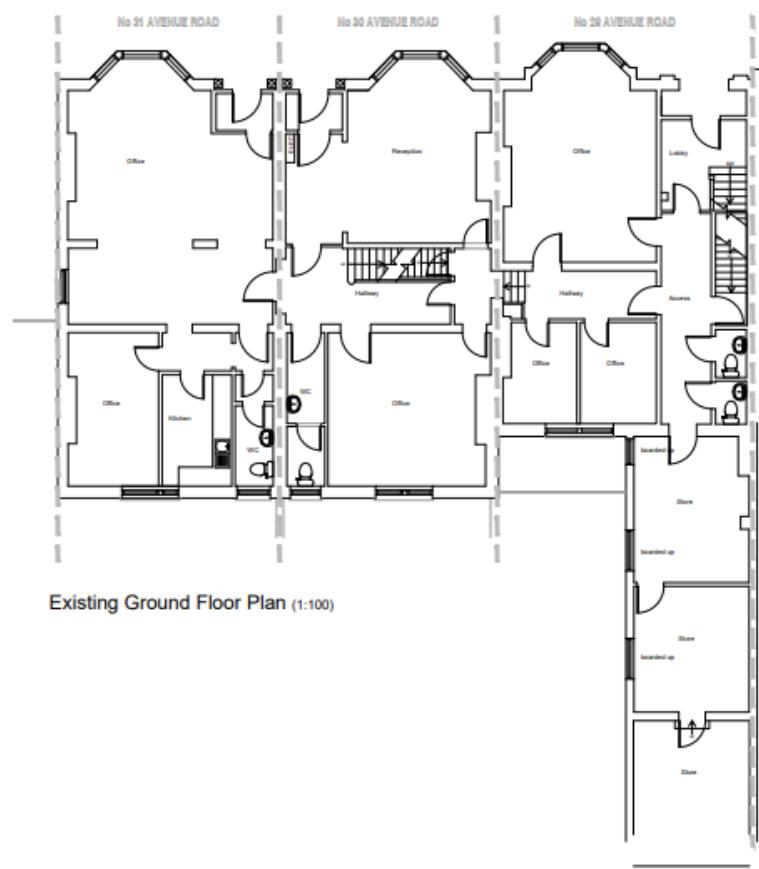
AVENUE ROAD



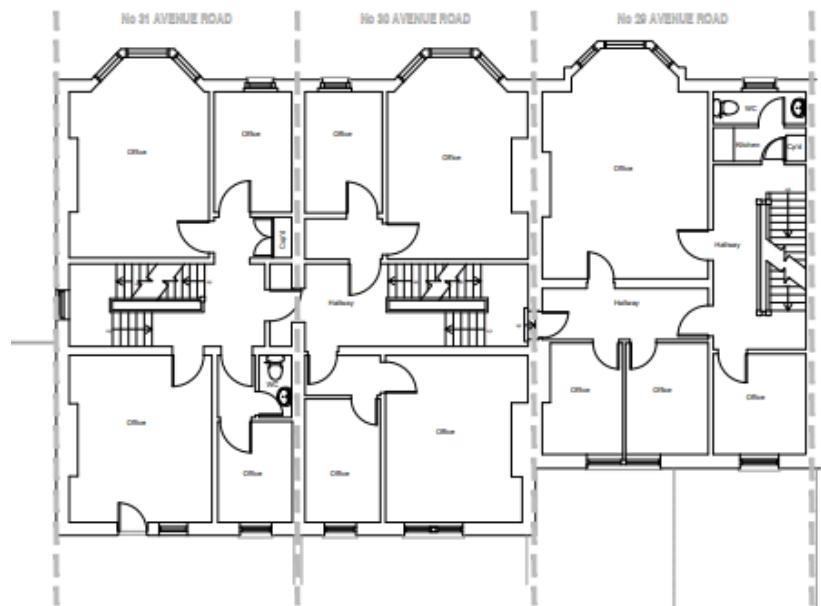
FLOOR PLANS EXISTING



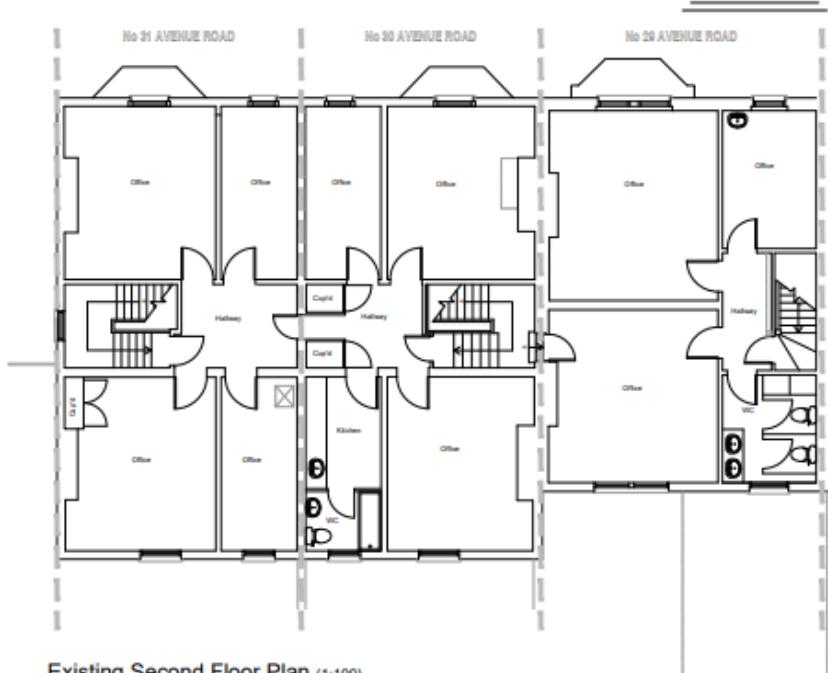
Existing Lower Ground Floor Plan (1:100)



Existing Ground Floor Plan (1:100)

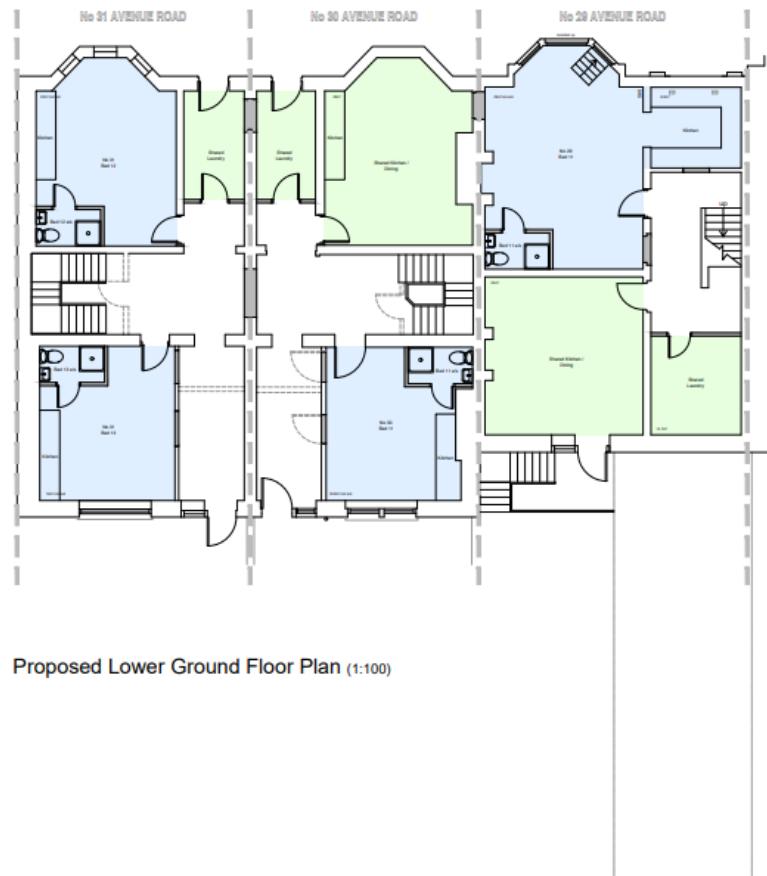


Existing First Floor Plan (1:100)

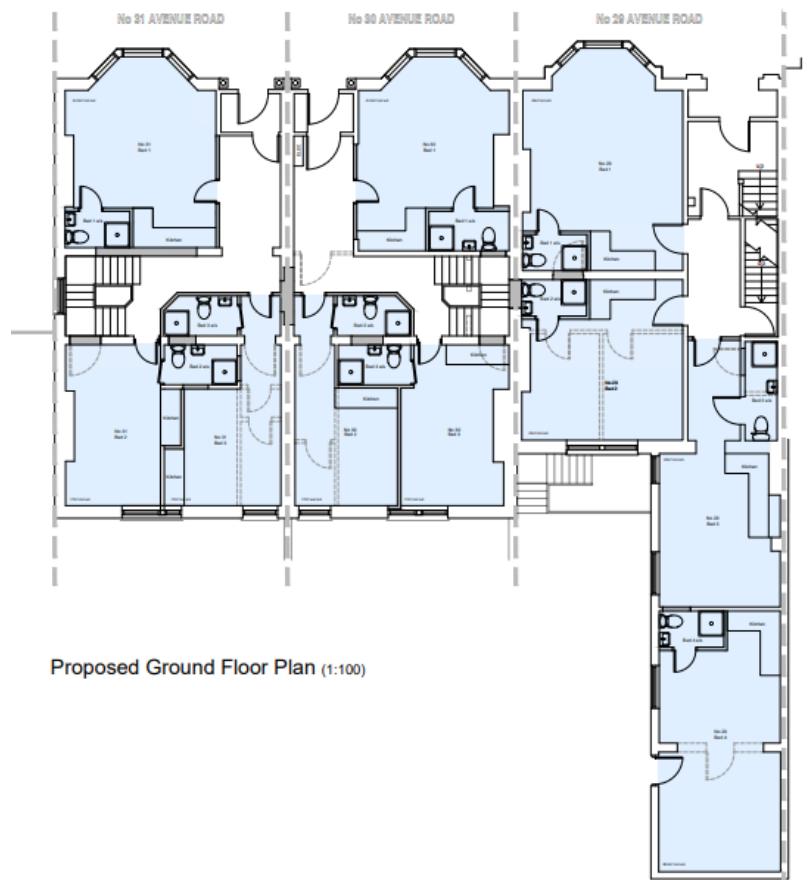


Existing Second Floor Plan (1:100)

FLOOR PLANS PROPOSED



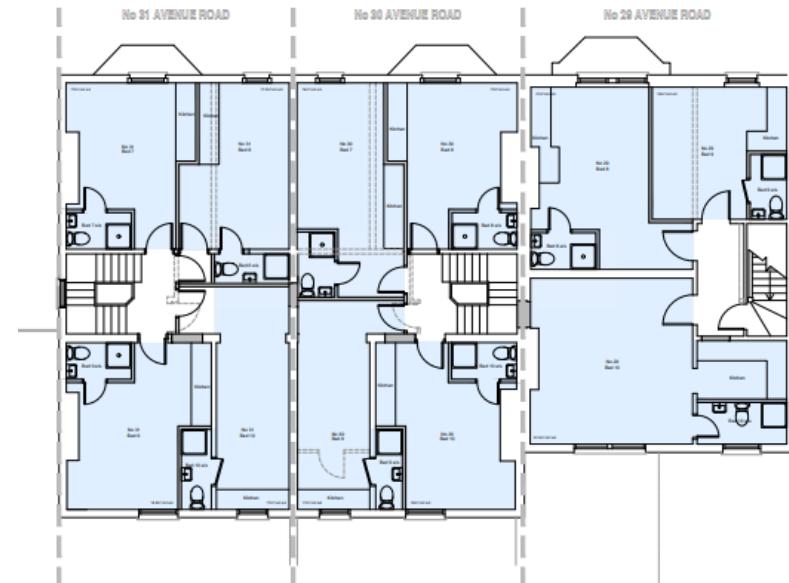
Proposed Lower Ground Floor Plan (1:100)



Proposed Ground Floor Plan (1:100)



Proposed First Floor Plan (1:100)



Proposed Second Floor Plan (1:100)

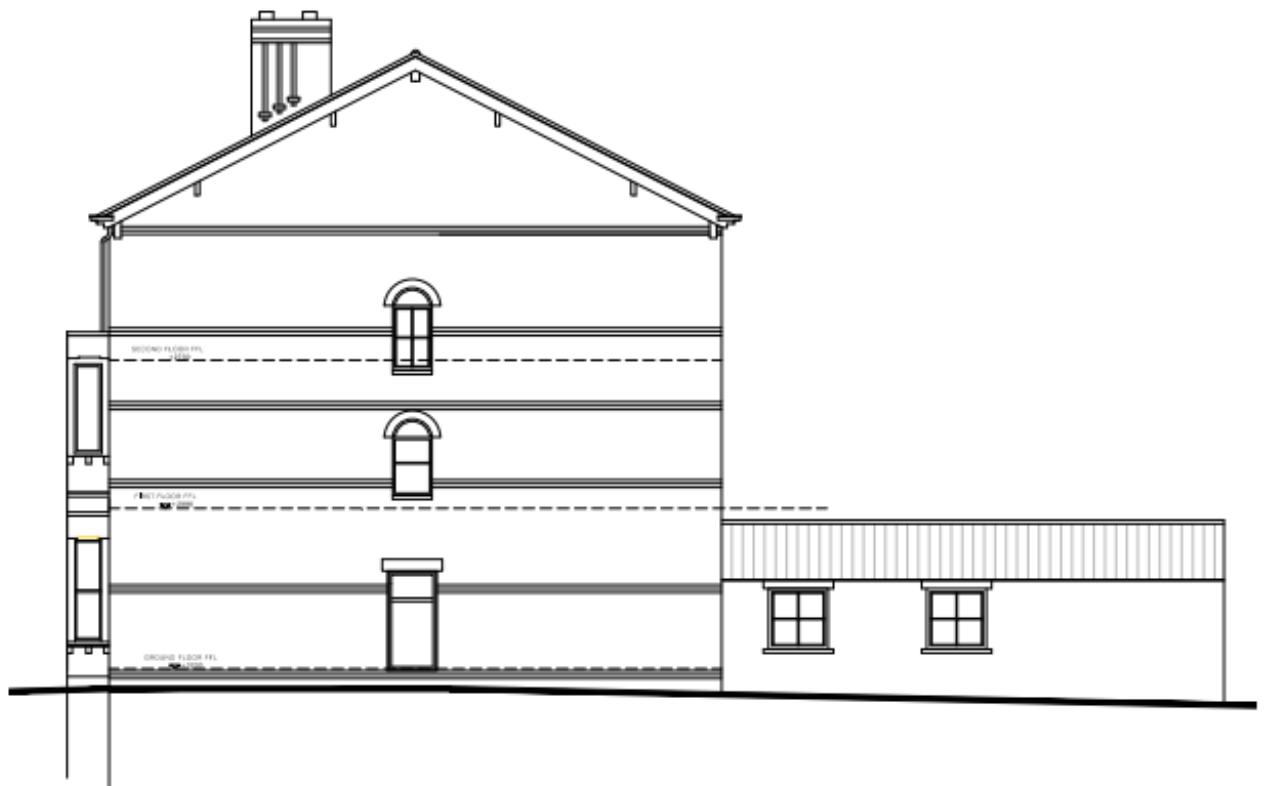
ELEVATIONS EXISTING



Existing / Proposed Front Elevation (1:100) ~ northern



Existing Rear Elevation (1:100) ~ southern



Existing Side Elevation (1:100) ~ western

ELEVATIONS PROPOSED



Existing / Proposed Front Elevation (1:100) ~ northern



Proposed Rear Elevation (1:100) ~ southern



Proposed Side Elevation (1:100) ~ western