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8 Herbert Road
Wimbledon SW19 3SH



Quinton House

2 The Hill, Kirkby in Ashfield, Nottinghamshire NG17 8JR

PLANNING STATEMENT

Full Planning Application for Two Storey Rear and Side Extensions and Change of Use from Care Home to 11 Bedroom HMO

August 2025

A. Introduction

- A.1 This Planning Statement has been prepared to accompany a planning submission to the District Council of Ashfield in respect to the proposed rear and side extensions and change of use for 2 The Hill, Kirkby in Ashfield, Nottinghamshire, NG17 8JR.
- A.2 The application site comprises a two-storey detached building with a single-storey detached garage. The surrounding area is a mixture of commercial and residential spaces, characterized by two-storey detached buildings.
- A.3 Pre-Application Advice (ref: PEQ/2024/0114) was obtained for a proposed 11-bedroom HMO development, which received a generally positive response. Following this, a planning application (ref: V/2025/0094) was submitted for a revised scheme proposing a 13-bedroom HMO. However, the application was refused due to concerns regarding the intensity of the proposal, amenity standards, and its potential impact on highway safety.
- A.4 This planning application seeks to address the concerns outlined in the delegated report for the previous application (ref: V/2025/0094), and reverts the proposal to an 11-bedroom HMO, previously supported in the pre-application advice, instead of the refused 13-bedroom HMO.
- A.5 This application proposes no additional external alterations beyond those previously considered acceptable in terms of scale, massing, and form by the Local Planning Authority, as referenced in the pre-application advice (ref: PEQ/2024/0114) and full planning application (ref: V/2025/0094).
- A.6 Although the planning application (ref: V/2025/0094) was refused, there were no cited concerns with regard to the scale of the proposed extensions.
- A.7 In response to the previous reason for refusal, this application introduces improvements through revisions to the internal layout to enhance amenity space, ensures adequate parking provision in relation to a sustainable location, and proposes a commitment via a Section 106 agreement to prevent future occupants from contributing to parking pressure on surrounding streets.
- A.8 The description of this planning application is:

Two-Storey Rear and Side Extensions and Change of Use from Care Home to 11 Bedroom HMO

A.9 The primary aim of this development proposal is to help meet the demand for high-quality and diversified housing in Ashfield, Nottinghamshire, while enhancing and not detracting from the established character of the nearby locally listed heritage assets on Park Street.

A.10 This Planning Statement describes the application proposal in more detail, and in the context of relevant policies. It should be read in conjunction with the following documents:

- Location Plan;
- Existing and Proposed Block Plan;
- Existing and Proposed Floor Plans and Roof Plan;
- Existing and Proposed Sections;
- Existing and Proposed Elevations;
- Refuse Bin and Cycle Storage Details;
- Heritage Statement;
- Preliminary Roost Assessment (PRA); and
- Biodiversity Net Gain (BNG) Assessment

B. Planning Context and Proposal

Site and Surroundings

- B.1 The application site is situated in the District Council of Ashfield, within the Summit Ward. The site is a corner plot that currently consists of a two-storey detached property and a single-storey detached garage and rear garden and is in use as a care home with access from The Hill at the front of the property, and through Park Street at the side. The existing building exhibits a red imperial brick with eaves detailing, stone sills and lintels to front windows, stone bays to front and a natural slate roof.
- B.1 The area surrounding the site is predominantly residential, with some commercial spaces, and is generally characterised by two-storey semi-detached dwellings.
- B.2 The site benefits from a highly sustainable location, being close to the town centre with easy access to shops and services. Bus stops in both directions are located within a 1–3 minute walk, reducing reliance on the private car and encouraging sustainable travel choices.
- B.3 The site itself is not within a Conservation Area, nor is it a listed building, but is within a short distance of locally listed heritage assets 6–26 Park Street.

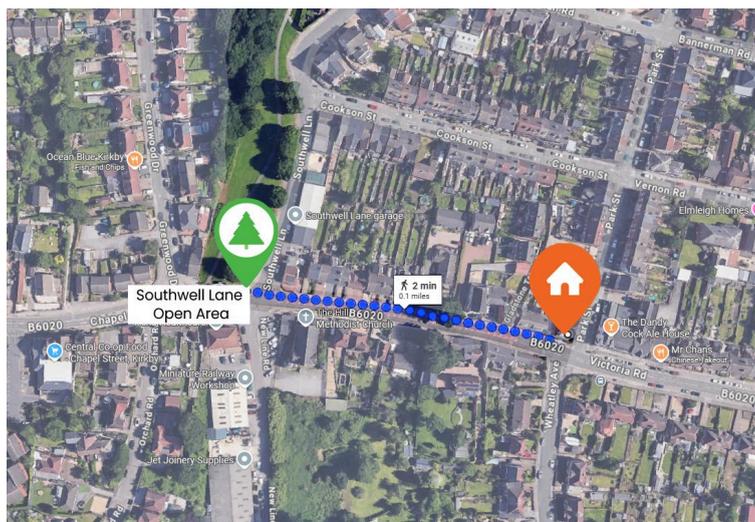


Figure 1. Aerial view of Quinton House or 2 The Hill (source: Google Maps; accessed August 2025)



Figure 2. Street-level view of Quinton House/2 The Hill (source: Google Street View; captured April 2025; accessed August 2025)

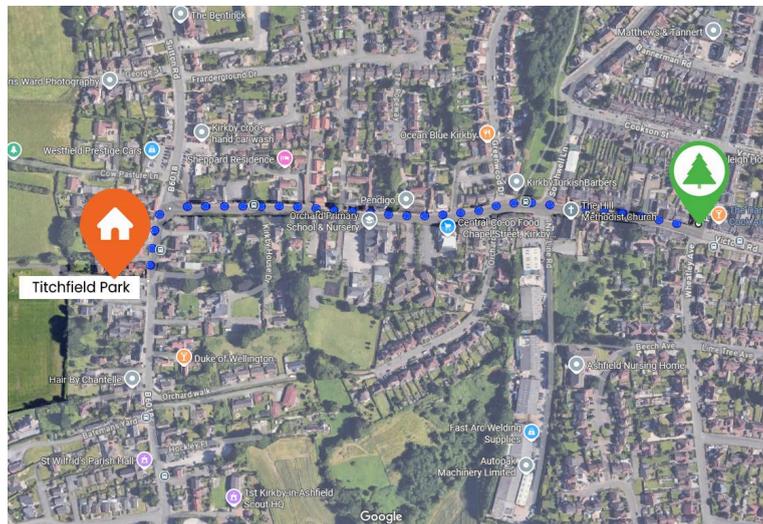
B.4 The nearest parks and recreation grounds are West Park (550m), Titchfield Park (650m), and Morven Park (1.3km). Referencing from the Local Plan 2002, there's also a nearby dedicated recreational open area (Policy RC2) along Southwell Lane, which is about 150m away from the property.



Southwell Lane Open Area (2-minute walk, 150 meters from property)



West Park (10-minute walk, 550 meters from property)



Titchfield Park (10-minute walk, 650 meters from property)



Morven Park (22-minute walk, 1.3 km from property)

Public Transport Provision and Accessibility

- B.5 The site benefits from strong access to public transport due to its proximity to Kirkby in Ashfield Town Centre. It is situated along the B6020, with nearby transit stops in both directions:
- Wheatley Avenue (40m) or a 1-minute walk;
 - Greenwood Drive (150m) or 3-minute walk; and
 - Kirkby Railway Station, located just 500 metres away, or approximately an 8-minute walk.

Planning History

Pre Application Advice

- B.6 A Pre-Application Advice (ref: 2024/0114) was sought prior to the submission of a full planning application.
- B.7 The conclusion stated how the proposed development would have been likely deemed acceptable with respect to the following material planning considerations:
- **Principle of Development** - The site is located in the main urban area as identified in policy ST2 of the Ashfield Local Plan Review (2002) where the principle of development is considered acceptable.
 - **Visual Amenity** - The proposed extensions considered relevant design principles, with a reduced ridge and establishing a subordinate relationship with the original structure.
 - **Residential Amenity** - On the submitted block plan it is shown that the proposed side extension is unlikely to breach the 45degree rule in plan with the neighbouring property. The Environmental Health (Residential) team offers no objection in principle to the proposal.
 - **Highway Safety** - The proposal would have no in-principle objection to the proposed development, with eight (8) car parking spaces and secured cycle storage, subject to addressing of comments.
- B.8 However, though there was an identified merit in the principle, the proposed development at the state of the submission for Pre-Application Advice would still likely have not been overall supported. Listed below are areas for improvement to make the scheme acceptable – all of which have been

addressed as demonstrated in this Planning Statement, alongside all other relevant documents that accompany this planning application.

- Landscape consideration as the rear garden conversion to a car park will result in loss of a grassed area.
- Provision of a heritage statement, with the site being near to a listed building.
- Particular attention on rebuilding the stone fence, to retain character.
- Outdoor amenity space would fall below required standards in SPDs.
- Submission of an HMO Management Plan, noise impact, as well as any impact from the comings and goings from the property.
- Sufficient amenities and room sizes for all the occupants.
- 6m wide site access to the car parking to allow two-way movement.
- Removal of the dropped kerb and footway crossing at the existing site access and replaced with a full height kerb and footway. The “H” road marking which protects the existing access should also be removed. The proposed dropped kerb footway crossing must be installed to the highway authority’s specification.
- Secure, covered, parking space must be available for at least 11 cycles.

B.9 Further, referencing planning application (ref: V/2025/0094) reasons for refusal, this application also corresponds to the following identified shortfalls or adjustments:

- Two shared kitchens (19 sqm and 5.4 sqm) pose no objection with the Environmental Health residential, but the scheme lacks a communal dining or living area, providing minimal communal space for occupants, resulting in being confined to bedrooms.
- SPD set outs that residential institutions should provide 20 sqm per resident, while proposal only provides 58 sqm of usable private outdoor amenity space.
- Whilst the Highways Authority have not raised objection an HMO of this scale in this location surrounded by streets subject to high levels of on street parking should provide the required provision to ensure that parking is not displaced onto the street resulting in an increase in on street parking to the detriment of highway safety. The scheme should provide sufficient parking provision so that cars aren’t forced to park on the road which could worsen the impact on access for emergency services.

Property's Planning History

B.10 Previous planning decisions on the property are set out below:

V/2025/0094 – Two Storey Rear and Side Extensions and Change of Use from Care Home to 13 Bed HMO

- Refused- 25 June 2025
- This full planning application was refused as the proposed development would result in a use which is too intensive for the site and fails to provide adequate car parking provision, internal communal spaces, and private outdoor amenity space to the detriment of the amenity of future occupiers and highway safety.

V/1991/10809 – C/U House to Care Home

- Conditional- 03 February 1992

Other Planning Applications decisions relevant to this application

B.11 Relevant planning applications within the District Council that bear resemblance to this proposal are set out below:

2 Albert Street, Hucknall, NG15 7BE (ref: V/2021/0639)

Change of use from 2 x c3 dwellings into 1 x sui-generis 10 bedroom hmo including erection of single storey extension to rear

- This full planning application was refused by the Council citing conflict with highway safety, residential amenity, and residential character. An appeal was lodged and the inspectorate deemed the proposal in line with the development plan and the Framework, and concluded that the development should be allowed.
- The proposal involves a 10 bedroom HMO, and a parking provision for four (4) cars utilizing the rear garden. The site is of similar nature with our proposed site, as it is near the town centre, therefore benefiting from a sustainable location with access to bus and rail nodes, apart from nearby local amenities.

54 Titchfield Street, Hucknall, NG15 7BH (ref: V/2020/0213)

Change of use from dwelling c3 to 6 bedroom (8 person) house of multiple occupation

- This full planning application was refused by the Council citing conflict with highway safety, residential amenity, residential character, and on the setting of a nearby listed building. An appeal was lodged and the inspectorate deemed the proposal in line with the development plan and the Framework, and concluded that the development should be allowed.
- The development was a proposed change of use from C3 dwelling to an 8 person HMO, though no off-street parking provision was provided. In light of the site being in a permit parking area, which also benefits from a sustainable location due to its proximity to the town centre, future residents would therefore be attracted by opportunities to use public transport.

It is instructive to note that comparable applications within Hucknall have been approved at appeal, even in cases where on-site parking and private amenity space were either minimal or entirely absent. For example, at 2 Albert Street (ref: V/2021/0639), permission was ultimately granted for a 10-bedroom HMO with only four rear parking spaces and no meaningful external amenity provision. Similarly, at 54 Titchfield Street (ref: V/2020/0213), approval was secured despite the absence of any off-street parking, with the Inspectorate accepting that the sustainable location and access to public transport justified the shortfall. In both cases, the Council's initial concerns over highway safety, amenity, and character were overturned at appeal on the basis that the proposals aligned with the development plan and the Framework.

By contrast, our scheme represents a clear improvement and offers a more balanced approach to sustainable development. Unlike the aforementioned, this proposal provides a substantial eight (8) on-site parking spaces, thereby directly alleviating pressure on surrounding streets and addressing one of the Council's recurring concerns. In addition, 65 sqm of private external amenity space is incorporated, which significantly enhances the standard of living for future occupants by ensuring usable outdoor space for recreation and social interaction. These provisions not only exceed what has been previously accepted by the Inspectorate in similar contexts, but also demonstrate a tangible commitment to delivering higher quality accommodation that is sensitive to both resident wellbeing and the wider community.

Taken together, the provision of parking and private amenity space within a sustainable, near town-centre location clearly places this scheme in a similar position with the precedents. Given that applications with far less provision have been deemed acceptable by the Inspectorate, it follows that this proposal warrants approval as it not only meets policy objectives but also demonstrably meets and further exceeds the level of accommodation quality and sustainability expected, and therefore warrants approval.

C. Proposed Development

C.1 This development proposal is for the erection of a two-storey side and rear extension to convert the existing care home to an 11-bedroom HMO.

C.2 The proposed two-storey side extension, measuring around 4.6 m in width and 8.8 m in depth, is designed to be set back from the main elevation to ensure it remains visually subordinate to the existing dwelling. Its rear wall will align with the current rear elevation, and the proposal has been carefully designed to comply with the 45-degree rule in respect of the neighbouring property at No. 6 The Hill. To safeguard privacy, habitable room windows are positioned to face the front and rear elevations, while the smaller side-facing windows will be obscure-glazed.

The proposed two-storey rear extension, approximately 4.89 m wide and 6 m deep, will be positioned inboard from the line of the existing footpath. At first-floor level, a rear-facing window will provide views over the parking area, and at ground-floor level, a west-facing window will overlook the amenity space.

C.3 The extensions proposed in this application are the same in terms of bulk and scale and no further external changes were done to the prior submission (ref: V/2025/0094). In line with the Council's adopted supplementary planning document "Residential Extensions Design Guide" which sets out as guidance on residential extensions and requires a reduced ridge and set back on side extensions and overall requires them to be subordinate and in harmony with the existing building, the proposed extensions were considered acceptable.

C.4 Concurrently, this scheme also introduces an improved internal layout for the dwelling which provides a satisfactory standard for an 11-bedroom HMO. Appropriately sized kitchen and communal areas in the form of a reception room and a co-working office have been introduced in addition to rooms being en-suites. The internal arrangement has been amended from the prior submission (ref: V/2025/0094) to address issues raised and this has resulted in the reduction in the number of rooms to 11, instead of 13.

C.5 The schedule of proposed accommodation is as follows:

Floor	Room	Area (sqm)
Ground Floor	Total GIA	114.30
	Bedroom 1	13.00
	Bedroom 2	16.40
	Bedroom 3	12.00
	Bedroom 4	15.90
	Bedroom 5	21.00
	Kitchen	19.00
	Reception Room	17.00
First Floor	Total GIA	93.40
	Bedroom 6	13.00
	Bedroom 7	13.40
	Bedroom 8	13.00
	Bedroom 9	12.10
	Bedroom 10	15.50
	Bedroom 11	21.00
	Kitchen	5.40
	Co-working office	14.50

C.6 The development will provide a total of 65 sqm private external amenity space.

C.7 Eleven (11) cycle storage facilities would be located and accessed through the private external amenity space for ease of utility of the property's future occupiers. It would all be secured to the property and would be in a well-lit location.

C.8 As recommended by Nottinghamshire County Council Highways during pre-application (ref: PEQ/2024/0114), vehicular access along Park Street is to be amended by moving the opening further north, increasing width to 6m and providing pedestrian splays with no gates, which provides improved access visibility.

- C.9 Two 1280 litre waste bins will be provided, as shown on the block plan. These would be located at the rear of the property. Adjacent to the private external amenity spaces, for ease of access during collection.

- C.10 To support a car-capped development, the development is open to entering into a Section 106 legal agreement restricting occupants from obtaining parking permits. In line with this, the application proposes limited parking provision.

D. Planning Policy

- D.1 This section provides an analysis of the planning policy context in which the proposed development should be considered in accordance with the relevant planning legislation and national policy guidance.
- D.2 Planning decisions in England and Wales should be taken in accordance with the development plan, unless material considerations indicate otherwise. This statutory requirement is set out in Section 38 (6) of the Planning and Compulsory Purchase Act of 2004.
- D.3 The National Planning Policy Framework (NPPF) is clear in Paragraph 11 that development that accords with an up-to-date Local Plan should be approved without delay.

STATUTORY DEVELOPMENT PLAN

- D.4 The statutory development plan for the Nottinghamshire County District Council of Ashfield consists of planning policies that are considered relevant to the determination of the planning application, namely:

Ashfield Local Plan Review (ALPR) 2002

- ST1 Development
- ST2 Main Urban Area
- HG8 Residential Care Facilities, Houses in Multiple Occupation Bedsits, Flats and Hostels

Nottinghamshire Highway Design Guide

- Nottinghamshire Highway Design Guide

MATERIAL PLANNING CONSIDERATIONS

- D.5 Whilst not forming part of the statutory development plan, the following documents remain important material planning considerations for the determination of planning applications in Ashfield:
- National Planning Policy Framework 2024
 - Residential Design Guide
 - Residential Extensions Design Guide
 - Residential Car Parking Standards

National Planning Policy Framework 2024

- D.6 On 12 December 2024, the government adopted the updated National Planning Policy Framework (NPPF 2024), establishing a comprehensive and cohesive framework for planning policy that supersedes all previous iterations. This latest update reflects a continued commitment to fostering sustainable development while addressing the evolving challenges of the built environment.
- D.7 Central to the NPPF 2024 is the presumption in favour of sustainable development, which underpins the planning system. This principle is articulated through three interdependent objectives: an economic objective to drive growth and innovation, a social objective to support strong and vibrant communities, and an environmental objective to enhance and protect natural and built environments. Together, these objectives aim to achieve a balanced and inclusive approach to development.
- D.8 The framework stipulates that in cases where relevant development plans are absent, silent, or deemed out-of-date, planning permission should generally be granted. This is subject to the proviso that the adverse impacts of such development do not significantly and demonstrably outweigh its benefits when assessed against the policies of the NPPF. This policy direction reinforces the government's ambition to align planning practices with long-term sustainability goals, ensuring the creation of resilient, thriving, and equitable communities across the UK.

E. Planning Assessment

Principle of Development

- E.1 The National Planning Policy Framework (NPPF) seeks to increase sustainable housing provision. They advocate for ensuring that a diverse mix of housing types is accessible to the local community, if proposals are well-designed and offer an acceptable standard of accommodation. These policies underline the importance of high-quality development that responds to the needs of the area, prioritising both sustainability and inclusivity.
- E.2 Paragraph 60 of the NPPF 2024 aims to significantly boost the supply of homes in areas where it is needed and address specific needs. The property is within an identified main urban area. Local Plan Policy HG2 permits development in the main urban areas on land not allocated or safeguarded for other purposes. This proposal therefore meets this policy.
- E.3 The Council has assessed its five-year housing land supply at 4.39% indicating a shortfall in the 5 year supply of deliverable housing sites, and therefore the "Tilted Balance" as set out in Paragraph 11 of the NPPF will apply. Consent should be refused only if the Council is able to demonstrate harm which "significantly and demonstrably" outweighs the benefits of the development.
- E.4 For national housing stock calculations, government guidance (DLUHC/ONS) applies a 4:1 conversion ratio when assessing non-self-contained household spaces (such as HMO bedrooms), whereby four non-self-contained spaces are treated as equivalent to one dwelling. The proposal, with eleven (11) bedrooms equate to approximately 2.75 dwelling equivalents, rounded to at least three (3) dwellings for monitoring purposes.
- E.5 Accordingly, while this scheme is technically one planning unit in terms of use class, its effective contribution to housing supply can reasonably be recognised as the equivalent of three dwellings, thereby underscoring its positive role in helping to address the Council's five-year housing land supply. The increased residential use of the application site within a sustainable location is acceptable in principle, subject to the material planning considerations set forth under relevant planning policies.

- E.6 The proposal optimises the use of previously developed land, secures the building's long-term viability, and delivers valuable, high-quality residential accommodation within this well-connected and sustainable town centre location.
- E.7 The need for housing tailored to young professionals and key workers is a critical component of this development, given the nationally recognized demand for such accommodation. Providing housing for key workers is essential to ensure the smooth operation of core services, particularly in neighborhoods near key urban centers. High-quality accommodation, such as large HMOs, offers a sustainable living option for multiple tenants, ensuring access to employment hubs while fostering community integration. This approach supports both the social infrastructure of the area and the wider goal of meeting housing demand in strategically important locations

Visual Amenity

- E.8 The Ashfield Residential Extensions Design Guide provides guidance on residential extensions, requiring side extensions to have a reduced ridge height and be set back, ensuring they remain subordinate to and in harmony with the existing building.
- E.9 As referenced by the pre-application advice (ref: PEQ/2024/0114) and prior application (ref: V/2025/0094), the Local Planning Authority considers the proposed extensions acceptable, as they comply with the above guidance and are in keeping with the character of the existing building.
- E.10 This application does not propose any external alterations beyond those previously deemed acceptable by the Local Planning Authority in terms of scale, massing, and form, and should therefore warrant the same approval.

Residential Amenity

- E.11 Amenity Standards for Houses in Multiple Occupation (2021) internal space standards specify that bedrooms intended for single occupancy without integrated lounge or kitchen facilities must provide a minimum of 10 sqm, while those for double occupancy must offer at least 15 sqm.
- E.12 The proposed development, as listed in the schedule of proposed accommodation below, meets and exceeds the relevant standards for gross internal floor areas.

Floor	Room	Area (sqm)
Ground Floor	Total GIA	114.30
	Bedroom 1	13.00
	Bedroom 2	16.40
	Bedroom 3	12.00
	Bedroom 4	15.90
	Bedroom 5	21.00
	Kitchen	19.00
	Reception Room	17.00
First Floor	Total GIA	93.40
	Bedroom 6	13.00
	Bedroom 7	13.40
	Bedroom 8	13.00
	Bedroom 9	12.10
	Bedroom 10	15.50
	Bedroom 11	21.00
	Kitchen	5.40
	Co-working office	14.50

- E.13 As referenced above, all single bedrooms exceed the 10 sqm standard, and Bedrooms 5 and 11 meet the 15 sqm requirement for double occupancy. A reception area and co-working office are also incorporated to encourage social interaction and provide additional amenity space.
- E.14 The proposal includes two shared kitchens, measuring 19 sqm and 5.4 sqm respectively. As noted in the previous planning application, Environmental Health Residential raised no objections to this arrangement; therefore, no changes are proposed.
- E.15 All bedrooms, kitchen, and other communal spaces would have a good outlook, and access to natural light and ventilation via window provisions. The layout is arranged in a way for all rooms to have direct access to the common point of entrance and circulation space, without impeding the access of occupiers of other bedrooms within the proposed development.
- E.16 With respect to private external amenity space, Residential Design Guidance SPD (2014), Section 3.52 on Internal Space Standards,

recommends a minimum of 20 sqm of outdoor amenity space per resident for residential institutions.

- E.17 As Nottinghamshire County Council Highways considered eight (8) parking spaces acceptable, the development will follow this recommendation, together with the proposed Section 106 agreement. Consequently, this results in a reduced amount of private amenity space within the rear garden.
- E.18 Although the development falls short of meeting the minimum requirement for private external amenity space, its proximity to the town centre provides convenient access to a wide range of local amenities. Additionally, the presence of nearby parks and recreational areas helps to offset this shortfall, including:
- West Park (550m away)
 - Titchfield Park (650m away)
 - Morven Park (1.3km away); and
 - A dedicated recreational open area (Policy RC2) along Southwell Lane (150m away)
- E.19 The efficient reuse of existing buildings, as in this proposal, cannot always achieve the prescribed minima, hence a degree of flexibility should be possible if other compensating features are present.
- E.20 Although the proposed amenity space falls short of the required standard, provision of social interaction spaces such as the reception room and co-working office contributes positively to the overall provision, offsetting the shortfall in external space, along with the site being located in a highly sustainable location with convenient access to a wide range of local facilities, services, and open spaces. This accessibility and social interaction spaces provision reduce the reliance on on-site amenity space, thereby justifying a lower provision in this instance. Furthermore, with parking provision already incorporated into the scheme, the ability to meet the full minimum amenity space requirement on-site is limited. However, the shortfall is not considered to result in any material harm to future occupants, as the high level of accessibility and convenience offered by the site's location effectively offsets the reduced on-site provision.
- E.21 The proposed development will deliver high-quality accommodation, supported by efficient management arrangements. Prospective tenants will be subject to pre-tenancy checks, and the measures outlined within the submitted HMO Management Plan will ensure that both the standard of the

accommodation and the responsible management of occupiers are maintained over the long term.

- E.22 The previous planning application was supported by an Anti-Social Behaviour Management Plan, which raised no objections from the Council. To further demonstrate the robust management of the proposed development and address wider considerations, a comprehensive HMO Management Plan is submitted with this application. Given the enhanced quality of the accommodation, the same level of acceptability is considered to apply.

Highway Safety

- E.23 Ashfield Residential Car Parking Standards SPD 2014 states that “in exceptional circumstances, a more flexible approach may be required and parking standards may be more negotiable. In particular, developments in areas within close proximity to major transport nodes, such as railways and bus stations, may warrant a more flexible approach where there are no implications for amenity or health and safety.”
- E.24 Further, according to Nottinghamshire Highway Design Guide, Part 4.1.7 “Houses in multiple occupancy (HMO) will be required to provide parking at a rate of 1 space per bedroom with 1 visitor space per 3 bedrooms or in accordance with the district or borough’s standard unless evidence is provided that demonstrates a lower parking provision is appropriate on a case-by-case basis.”
- E.25 In reference to the previous planning application (ref: V/2025/0094), Nottinghamshire County Council Highways acknowledged that although the proposed 8 parking spaces fell short of the 17 spaces typically required for a 13-bedroom HMO, a relaxation of parking standards was acceptable given the site’s sustainable location within an established urban area.
- E.26 In the current proposal, the number of bedrooms has been reduced to 11 while retaining the same provision of 8 parking spaces, resulting in an improved parking-to-bedroom ratio.
- E.27 To manage transport and parking impacts, the development is willing to enter into a Section 106 legal agreement. Eight (8) parking spaces are proposed, with the agreement restricting occupants from using nearby off-street parking permits.

- E.28 While the proposed parking provision falls below the standard requirement, prospective occupiers will be informed that on-site parking is limited. They will also be made aware of the Section 106 agreement on a car-capped development scheme, which would restrict them from obtaining a parking permit.
- E.29 Furthermore, the surrounding buildings currently lack any dedicated or off-site parking provisions. In contrast, this proposal incorporates eight parking spaces within the rear garden, which would help accommodate a portion of the additional parking demand generated by the development. By providing on-site parking, the proposal would alleviate potential pressure on nearby streets and public parking facilities, contributing to a more orderly and convenient parking environment for both residents and the wider community.
- E.30 Nottinghamshire Highway Design Guide Part 4.1.7 requires the provision of bicycle parking at a rate of 1 space per bedroom. Eleven (11) cycle storage facilities would be located and accessed through the private external amenity space for ease of utility of the property's future occupiers. It would be secured to the property and in a well-lit area.
- E.31 In reference to the prior application with no identified deficiency in electric vehicle infrastructure, this application proposes the continued provision of two (2) electric vehicle charging stations. This approach ensures ongoing compliance with relevant planning policies and supports sustainable transport objectives.
- E.32 HMO occupants are less likely to own cars, and given the site's location, would naturally encourage the use of public transport. Due to its proximity to the town centre, with a bus stop just a 3-minute walk away and the railway station within an 8-minute walk, the site benefits from strong transport sustainability. In view of the flexibility allowed by the aforementioned policies, the reduced provision of parking spaces is considered appropriate and not harmful to highway safety. The development is not anticipated to generate parking stress on the street parking provision in the area, thereby reinforcing its acceptability in principle. The proposal is therefore considered to be in accordance with relevant policies on transportation.

Heritage Impact

- E.33 Ashfield Local Plan Review 2002 Policy EV12 details the preservation of a listed building and its setting, ensuring that nearby proposals respect the scale, design and materials of the existing building.
- E.34 The building is neither a listed building nor is it in a Conservation Area but is within a short distance of locally listed heritage assets 6-26 Park Street. The proposed development has considered the effects of both the extensions and the change of use. A separate Heritage Statement is submitted alongside this application, outlining the relevant heritage assessments and the measures proposed in response.
- E.35 No changes are proposed to the scale, massing, or architectural character of the previously approved plans, which were considered compliant by the Council, as noted in the delegated report (ref: V/2025/00114) following the Council's pre-application advice (ref: PEQ/2024/0094).
- E.36 This application is limited to internal modifications intended to improve room layouts and enhance communal spaces; therefore, the above conclusions remain fully applicable.

Refuse

- E.37 Residential Design SPD 2014 sets out that refuse and recycling storage space should be well integrated into the curtilage of each residential property, and that proposals should have adequate space to accommodate all bins and recycling containers.
- E.38 With no identified objections on the prior planning application, a similar configuration of two 1280 litre waste bins will be provided. These refuse bins can be accessed from Park Street and are secured and concealed by fencing so as not to have a detrimental impact to the area's character and appearance. It would be in a suitable location during collection days when needing to wheel/bring forward to the kerbside, as shown in the refuse plan accompanying this planning statement.

Ecological Impact

Preliminary Roost Assessment Statement

- E.39 Ashfield District Council, as the Local Planning Authority, can refuse permission if adequate information on protected species is not provided by

an applicant, as it will be unable to assess the impacts on protected species and thus meet the requirements of the National Planning Policy Framework (July 2021) and the Conservation of Habitats and Species Regulations 2017 (as amended).

- E.40 Accompanying this application are the Preliminary Roost Assessment (PRA) and Single Emergence Survey originally undertaken for the prior application (Ref. V/2025/0094). A PRA was required due to the nature of the proposed development. The assessment, carried out on 18 March 2025, found no evidence of bats during the internal and external inspections. Although initially classed as having “negligible” potential, the building was subsequently re-assessed as having low suitability for bats due to the presence of potential access and roosting features.
- E.41 In accordance with best practice guidance, a dusk emergence survey was then undertaken on 29 May 2025. This confirmed that no bats emerged from the building during the survey. Given that the previous application was recent and involved the same external development now proposed, the findings of the PRA and Single Emergence Survey remain valid and are submitted in support of this application.

Biodiversity Statement

- E.42 Biodiversity Net Gain (BNG) is a mandatory approach to development under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) that came into place on February 21, 2024. This requires developers to deliver a BNG of at least 10%, ensuring that natural habitats are left in a measurably better state than they were before the development.
- E.43 A Biodiversity Net Gain (BNG) Assessment was submitted with the earlier planning application, confirming compliance with policy requirements. As all previously identified measures are to be retained and no significant changes are proposed under this application, the earlier assessment remains applicable, and the development should therefore be considered acceptable in respect of BNG.

F. Conclusion

- F.1 Planning permission is sought for the two-storey rear and side extensions and change of use from a care home to an 11-bedroom HMO at 2 The Hill, Kirkby in Ashfield, Nottinghamshire, NG17 8JR.
- F.2 The proposed change of use is considered acceptable as it delivers a net gain in residential provision, contributing positively towards addressing the Council's five-year housing supply shortfall. The scheme would provide eleven (11) en-suite units with shared facilities, designed to exceed minimum standards, and situated in a highly accessible location close to the town centre.
- F.3 The proposed development in this planning application does not include changes to the bulk, massing, form, and architectural features of the property, beyond those previously considered acceptable by the Local Planning Authority in the pre-application advice (ref: PEQ/2024/0114) and full planning application (ref: V/2025/0094).
- F.4 All rooms comply with, and in fact exceed, the minimum space standards, complemented by communal areas that encourage social interaction and thereby enhance the overall quality of accommodation
- F.5 Given the site's sustainable location with excellent public transport links, there is less reliance on cars as it encourages sustainable travel choices.. The reduced parking provision is considered acceptable, would not harm highway safety, and complies with relevant transport policies.
- F.6 While the scheme cannot fully meet prescribed amenity space standards due to the efficient reuse of the existing building, its sustainable location, access to local services and open spaces, and integrated parking provision justify the shortfall without causing material harm to future occupants.
- F.7 The proposed development is considered to be wholly in accordance with statutory development plans and other material planning considerations.
- F.8 The Council is respectfully requested, in accordance with the NPPF and other Planning Policies, to support this proposal as it is in compliance with the material considerations set forth in this statement.