
Site Address:	39 Belmont Grove, Havant, PO9 3PT		
Proposal:	Change of use from 6 bed House in Multiple Occupation (HMO) to 7 bed HMO.		
Application No:	APP/18/00098	Expiry Date:	04/04/2018
Applicant:	Mrs Beck		
Agent:		Case Officer:	Daphney Haywood
Ward:	Bedhampton		

Recommendation: **REFUSE PERMISSION**

1 Site Description

39 Belmont Grove, comprises a semi-detached house located on the south side of Belmont Grove and to the west of the former Public House now converted to a restaurant. Further to the west is a small parade of shops. The area is of mixed character, although Belmont Road is primarily residential comprising family housing. The site is located within walking distance of both Bedhampton Station and Havant Station.

The dwelling which backs onto Bedhampton Road is currently occupied as a house in multiple occupation for 6 occupants. It has a good sized rear garden and a hardsurfaced frontage providing parking for 2 cars. The property has been extended at single storey to the side and there is no direct access to rear garden other than through the house. Boundaries are 1.8m close boarded fencing and shrubs.

2 Planning History

96/62027/000 - Single storey side extension, PERM, 18/10/1996

3 Proposal

Change of use from 6 bed House in Multiple Occupation (HMO) to 7 bed HMO. There are no external alterations to the house itself, but the frontage would be fully hardsurfaced to accommodate parking for 3 cars. The submitted plans indicate the retention of the existing garage. Two of the bedrooms would have en suites and the other 5 would share an bathroom and a shower room. A kitchen/dinner and communal lounge are also proposed.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Crime Prevention -Minor Apps

No comments received

Developer Services, Southern Water

No objection

Environmental Health Manager, Community Group

No objection in principle to this application. The HMO aspect will be dealt with by others in this office under the relevant legislation pertaining to this type of property. Informative in respect to the provision of adequate waste storage and disposal facilities, flood lighting to be designed so as not result in nuisance.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 5

Number of site notices:two

Statutory advertisement: Not applicable.

Number of representations received: 11

Comment	Officer Comment
Parking issue in Belmont Grove, there is already a big issue in that a fire engine could not get through with already so many cars. Also children crossing the road from behind parked cars etc. On road parking not safe.	See section 7
3 spaces inadequate for 7 cars. We have already noticed a significant increase in car/work vans in the roads surrounding this property since this property became an HMO .This has caused restricted views when driving out of junction and cars being parked too close together on opposite sides of the road making it dangerous for drivers and pedestrians.	
I don't object to having HMO in this area but think that increasing it to a 7 bed one, which has the potential for several more cars and then if you include visitors to the	

property this will have negative impact on the area for parking Deliveries to take away/ restaurant need room restricting onsite parking.	
To provide parking for 3 cars would result in loss of trees/planting.	Noted
Bins with 4 people already full, overflowing bins will encourage rats which are already a problem in the area. There is very limited infrastructure in place like dentists, doctors, hospitals etc some of whom are struggling to cope as it is, we don't need more pressure.	see section 7
Noise from existing 4 residents with coming and goings late at night results in nuisance, with 7 residents it will be worse.	see section
HMO not right for what is currently a lovely community and family area. Constance change of occupiers. Occupants of an HMO are not likely to embrace the community spirit as they are generally not expected to be long-term residents.	see section 7
I think the women who run this business should set it up where they live, in Worthing. They have no consideration for the community who live in the vicinity of these shared houses.	Not a planning consideration

7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highway Issues

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The property was originally build as a single family dwelling and has been converted under Class L of Part 3 of the Town and Country Planning (General Permitted Development) Order into Class C4 Small HMOs which allows the occupation of this dwelling by up to 6 unrelated residents sharing basic amenities such as kitchen and bathroom. This application is for 7 residents, and must assess the additional impact of just one resident over and above its current use for 6 residents.

In terms of infrastructure the proposed scale of development is modest and given the location within the urban area is acceptable in principle.

(ii) Impact upon the character and appearance of the area

The only external alteration relates to the frontage which will be hardsurfaced for parking. This area is partly hardsurfaced already and whilst the proposed works to accommodate 3 cars not the frontage will result in the loss of planting this is fairly limited and on balance the resulting impact is not so great as to support refusal. The property is already a house in multiple occupation, and the proposal whilst increasing the number of bedrooms would not significantly impact the character of the property. The representations refer to the transient nature of occupants, but this is not a change as the house is already in HMO use.

(iii) Impact upon residential amenity

6 unrelated residents currently occupy the site as a small HMO and it is necessary to assess whether the change to allow for 7 residents would result in significant extra material harm to neighbouring residential amenity. The surrounding area whilst of mixed character is primarily residential in character with family housing - there is no known concentration of similar HMOs. Other Authorities experience amenity issues with the cumulative effect of several HMOs in close proximity, but this is not the case here.

Policy CS9 requires a mix of dwelling types, sizes and tenures to help meet identified local needs and contribute to mixed and sustainable localities. Policy CS16 and DM10 seek to protect residential amenity from noise, smell, privacy etc and subject to consideration of parking provision there is considered no likely detrimental harm caused by one additional resident. The internal layout is largely unchanged and the kitchen and lounge are set off the party wall of the semi-detached dwelling. Upstairs the bedrooms remain against the party wall.

In respect to refuse, the submitted forms refer to bin storage to the front, however, this conflicts with the parking plan which shows the frontage hardsurfaced for car parking. However, the garage is not included for car parking and as well as providing for cycle parking, could also accommodate bin storage and satisfactory provision could be made.

(iv) Highway Issues

It is noted that only 3 on site car parking spaces would be provided and with 7 residents it is possible that up to 7 cars could be associated with the proposed use. The Development Engineer has not raised objection on highway safety grounds. With regard to amenity issues, the representations refer to current issues with parking and support this with photographs, stating that this has worsened since the change of use to C4 multiple occupation. Policy DM13 requires new development to provide parking in accordance with the Council's adopted standards, however, there are no Havant Borough Car parking standards for houses in multiple occupancy. The submitted proposal advises that demand for the accommodation is from people working locally, able to walk to work and not owning cars. However, whilst the site is located within walking distance of amenities and the station, and the current application is for just one additional room, the development could result in future increased parking demand which would put pressure on on-road parking which is already stretched. This would be to the detriment of the amenities of existing residents contrary to the provisions of Policy CS16 of the adopted Havant Borough Local Plan. .

8 Conclusion

Although the proposal would contribute to meeting a local housing need, on balance it is considered that the occupation of the dwelling by 7 unrelated residents sharing basic facilities, whilst only one resident greater than allowed under permitted development, is likely to result in pressure on on-street parking, which is currently in high demand at peak times and as such the proposal would result in congestion causing material harm to neighbouring residential amenity.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **REFUSE PERMISSION** for application APP/18/00098 for the following reason

- 1 Development of the site in the manner proposed with only 3 on-site parking spaces would place additional pressure, especially at peak times such as weekends and evening, for the limited on-road parking, resulting in possible congestion and an adverse impact on the amenities of existing residents. The proposal is therefore contrary to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.