



Planning Statement

39 Belmont Grove
Havant
PO9 3PT

1. Introduction

- 1.1. This statement has been prepared to support the following proposal:

Change of use from 6 bed House in Multiple Occupation (HMO) to 7 bed HMO.
- 1.2. The Town Planning Experts act as planning consultants for the appellant.

2. Site History

- 2.1. 96/62027 – Single storey side extension. Permission 1996

3. Site Context

- 3.1. 39 Belmont Grove is located on the southern side of Belmont Grove, backing on to the Bedhampton Road.
- 3.2. It consists of a semi-detached house constructed of brick under a tiled roof. It appears to date from the mid twentieth-century.
- 3.3. The property is currently in use as a House in Multiple Occupation and is occupied by six persons. It enjoys a large rear garden and off-street parking for 2 vehicles to the front.
- 3.4. Belmont Grove and the adjoining streets are predominantly residential in character, comprising both detached and semi-detached properties.
- 3.5. Immediately to the east of No 39, at the entrance to Belmont Grove, is a Chinese restaurant, formerly a public house, and a small parade of shops.
- 3.6. It lies 1.6 km (1 mile) west of Havant town centre.

4. Policy Framework

National Policy

- 4.1. The National Planning Policy Framework (NPPF) became the primary national planning policy guidance on 27 March 2012.

Sustainable Development

- 4.2. Paragraphs 6 and 7 of the NPPF sets out the Governments overriding objectives of securing sustainable development. Para 7 of the NPPF identifies the roles of the planning system in achieving sustainable development:
7. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - a social role – supporting strong, vibrant and healthy communities, by

providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

- 4.3. Para 14 goes on to provide further emphasis on the focus towards sustainable development stating:
14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:

- Local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

—specific policies in this Framework indicate development should be restricted.

For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

—specific policies in this Framework indicate development should be restricted.

4.4. Paragraph 50 states:

To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- *plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand*

4.5. It continues in Paragraph 51

Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

Local Policy

4.6. The current Local Development Framework is the Havant Borough Local Plan (Core Strategy) which was adopted in 2011.

4.7. It includes the strategic vision, objectives and the key policies needed to achieve sustainable development in the administrative area of Havant Borough until 2026.

4.8. The Plan contains policies relating to housing and parking. The following policies are considered relevant.

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- 4.9. Policy CS9 relates to Housing provision up to 2026 and in particular advises that new development should

3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.

4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.

- 4.10. Policy CS16 relates to Design and states:

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax.

- 4.11. Policy DM13 relates to car and cycle parking and indicates

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

- 4.12 The Residential Car Parking and Cycle Provision Supplementary Planning Document was adopted by the Council in 2016 but provides no standards for Houses in Multiple Occupation.

5. Development Principles

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| 5.1. | This appeal is submitted against the Council's refusal to permit a change of use from a six person House in Multiple Occupation (HMO) (Use Class C4) to use as a 7 person House in Multiple Occupation (sui generis). | 5.7. | Since the change of use the landlord has not been made aware of any complaints of nuisance being made to either the Council or the Police in respect of this property. |
| 5.2. | The Planning Authority's reason for refusal is solely on the basis of insufficient parking. | 5.8. | Indeed evidence provided to the Government in 2008 by the Rugg Report shows that, despite public perception, there are no greater problems of behaviour in HMO's than in any other form of tenure. |
| 5.3. | The site is within the developed area of Havant. As such, the proposed development is acceptable in principle, subject to other policy considerations. | 5.9. | It is noted that the Council's Environmental Health Officer raises no objection to the proposal. |
| 5.4. | The proposal seeks to provide two bedrooms on the ground floor, the additional bedroom would be formed by sub-dividing the existing lounge. A communal lounge and kitchen/diner would also be provided, with five bedrooms and a communal bathroom at first floor level. Two bedrooms would have en-suite facilities. All rooms comply with the local authority's requirements. | 5.10. | There are no other known HMO's within the vicinity. |
| 5.5. | No external alterations are proposed. | 5.11. | Provision is currently made for 2 on-site parking spaces at the front of the property, and the appellant is proposing removing the flower beds to provide a third. |
| 5.6. | The property has been in use as a 6-person HMO since December 2017, having been previously used as a single dwelling house (Use Class C3). Permission for the change was granted by virtue of Part 2, Class L of the Town and Country Planning General Permitted Development Order. | 5.12. | In granting permitted development rights to change from a dwellinghouse to an HMO for up to six persons, the Government does not require any additional parking to be provided. The assumption being that the 2 or 3 spaces which may be associated with a dwellinghouse is sufficient for a 6-person HMO. |

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| <p>5.13. This would concur with evidence which indicates that occupiers of HMO's tend to have a lower car ownership rate than other forms of occupiers.</p> <p>5.14. Despite the Planning Authority's reason for refusal being solely on grounds of car parking, it is noted that the Highway Department was not consulted, although the Officer's report states that it raises no objection.</p> <p>5.15. It is further noted that the Council's own Parking Standards offer no guidance on the level of parking necessary for HMO's.</p> <p>5.16. It would appear from the delegated officer's report that while only one additional person is proposed, an assumption has been taken that there is a requirement for parking to be assessed on the basis of use 7 occupants with only three car parking spaces provided.</p> <p>5.17. In reality the proposal is for one additional person within the house for which one additional parking space is provided.</p> <p>5.18. Provision is also made for secure bicycle storage within the existing garage to encourage occupants to use alternative forms of transport.</p> <p>5.19. It will further be noted that there are no parking restrictions in Belmont Grove, while the property is in a relatively sustainable location with a newagents at the entrance to Belmont Grove which provides for daily requirements.</p> | <p>5.20. In addition there is a regular bus service on Bedhampton Road, every 10 minutes, to Havant Town Centre, Cosham Town Centre and Portsmouth City Centre.</p> <p>5.21. Furthermore the property is within easy walking distance (800 metres) of Bedhampton railway station which provides access to mainline services.</p> <p>5.22. It is considered that there is no parking problem within Belmont Grove or the neighbouring streets, the local resident's concern being more related to cars parking both sides of the road meaning traffic has to weave between them. This situation arises whether the property is in use as an HMO or a single dwelling.</p> <p>5.23. It is noted that the Officer's report does not identify a parking problem, but rather states that overtime the development "<i>could result in future increased parking demand</i>". However it offers no evidence as to why this should be. The appellant contends that the proposal should have been judged on the current situation not on some hypothetical situation which may or may not exist at some unknown time in the future.</p> |
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6. Conclusion

- 6.1. It is considered that the use of the property as an HMO is acceptable, having regard to the the character of the area.
- 6.2. As such it is considered that the proposed development would comply with the relevant policies within the Havant Borough Local Plan and the overarching guidelines within the National Planning Policy Framework.
- 6.3. It is therefore respectfully requested that the appeal be allowed and that planning permission be granted for the proposed development.