Expiry Date - 15/08/2024

Development Control – Delegated Officer Report

Application Number: AWDM/0802/24 Recommendation – APPROVE

Site: 174 Tarring Road Worthing West Sussex BN11 4HG

Proposal: Conversion of 6 Bedroom Classs C4 HMO into 7 Bedroom sui generis HMO (no external alterations)

Site visit: 13/08/2024

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application site relates to 174 Tarring Road on the northern side of Tarring Road. The properties comprise of terraces and a number of them have been converted into HMO's and flats. The application site contains a two-storey end of terrace building. There is no off street parking in the road or those adjoining, however there is permitted parking available. The site is located approximately 525m from West Worthing Train Station.

The site has undergone a number of alterations from its original footprint and layout. To the rear there is a small garden characteristic of the area with a public access to the rear. The railway line runs along the rear boundary of the property. The site has recently achieved permission for an extension to the rear where the C4 use was retained.

Proposal

The application relates to a change of use to Sui Generis from C4 to allow the property to be a 7 bedroom property. The additional bedroom is at second floor in a room that is currently a communal lounge.

Relevant site history

AWDM/1710/23- Retention of ground floor rear extension and use of dwelling as a small HMO (Class C4) Permitted 31/05/2024

Consultations

WSCC Highways–

No vehicular access is associated with this site, whilst pedestrian access will remain as existing. The LHA does not anticipate that the addition of one bedroom would give rise to a significant material intensification of movements to or from the site.

Vehicular parking would have to be accommodated on-street, as per the existing arrangement. The additional parking demand generated by one HMO bedroom is not anticipated to give rise to a highway safety concern or parking capacity issue in this location, but the LPA may wish to consider potential amenity impacts. The site is sustainably located, being well accessible on foot, by cycle or by public transport, whereby residents need not necessarily rely on a private car for travel.

The plans demonstrate the use of the front yard for the parking of bikes. Whilst I appreciate that this is likely the existing arrangement, the LHA advises that bike storage should ideally be covered and lockable. The LPA may wish to seek this implementation if there is space within the site to do so, to promote the use of sustainable transport methods.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

Private Sector Housing –

No objection on PSH grounds.

The property will be subject to mandatory HMO licensing requirements, and the manager will be obliged to comply with the Management of Houses in Multiple Occupation (England) Regulations 2006.

Public Health –
I would recommend the following:

- Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.
Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: To safeguard the residential amenity of the area

-I would also recommend that the insulation on the wall adjoining 172 Tarring Road is in line with the standard applied to new build properties.

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Representations
None

Relevant Planning Policies
National Planning Policy Framework (2023)
National Planning Practice Guidance
Worthing Local Plan: DM1, DM2, DM5, DM15
SPD 'Space Standards' (WBC 2012)
SPD 'Guide to Residential Development' (WBC 2013)
WSCC Guidance on Parking for New Development (2020)

Planning Assessment

Principle of development
Policy DM1 of the Worthing Local Plan outlines that there should be the provision of communal living space, cooking and bathroom facilities within HMOs. Within the property there are a number of en-suite bathroom facilities demonstrated with the majority of rooms having their own private bathroom, rooms 6 and 7 would share a bathroom. As such it is considered that this aspect of the policy is met. While the new bedroom would be in place of the existing communal lounge, the previously approved extension provides a communal dining and kitchen which is considered to be sufficient for 7 people. As such it is considered that the proposed HMO would be policy compliant.

Residential amenity
The change of use to a large HMO would increase the potential number of residents from 6 to 7 changing the use from a small HMO (C4) to a Large HMO (Sui Generis). Due to the increase in numbers there would be a small increase in the intensification of the site. However, this is considered to be minor in nature.

To ensure that there is no unacceptable levels of noise pollution between the application site and No.172 Tarring Road noise insulation shall be installed to a standard associated with new build properties as recommended. As such a condition has been attached.

Due to the nature of the internal alteration, there would not be any change in the relationship with the neighbouring properties with the windows and doors. As such it is not considered that there would be any demonstrable impact on the neighbouring properties through overlooking, overbearing or overshadowing.

Standard of accommodation
The existing property holds a licence for a 6 bedroom 6 person HMO which would be varied to allow a maximum of 7 occupants. Kitchen facilities are considered to be sufficient to serve an additional occupant. Room sizes would be adequate for single occupancy as such a condition limiting the number of occupants to 7 people has been imposed. On this basis the standard of accommodation for occupiers of the HMO is considered acceptable.

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Design and impact on visual amenity

The change of use to a 7 person HMO would not cause any significant harm to visual amenity. No external alterations are proposed to the building.

Parking and access

The site can be considered sustainable to the extent that it lies at the edge of the town centre boundary with good access to public transport connections and local amenities and services. No on-site parking is available for the current or proposed use but given the sustainable location future occupants need not be reliant on the private car. There are a significant number of differing forms of public transport available with the train station 525m away and the nearest bus stop located on the opposite side of the road.

There is space to the rear that would be able to accommodate bicycle for the residents. A condition requiring cycle spaces to be included in the garden is recommended to encourage travel by sustainable modes of transport.

Recommendation

APPROVE subject to Conditions:-

1. Drawing numbers
2. Standard time limit
3. Use as 7 bed HMO with number of occupants limited to 7 people
4. Hours of works
5. Noise Insulation
6. Cycle parking

Is recommendation contrary to letter(s) of representation? N

Case Officer: Finlay Gardner Date: 15/08/2024

Authorised by: Louise Prew Date: 15/08/2024