

A03

F/TH/23/0622

PROPOSAL: Change of use from single dwelling residential to 9 bed House in Multiple Occupation (HMO)

LOCATION: 26 Ramsgate Road BROADSTAIRS Kent CT10 1PP

WARD: Viking

AGENT: Mr Simon Dossery

APPLICANT: Mr Salim Hasji

RECOMMENDATION: Approve

Subject to the following conditions:

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

GROUND:

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 The proposed development shall be carried out in accordance with the submitted application and the approved drawings numbered GA201 (received 22/08/23), GA203 (received 27/07/23), GA204 (received 27/07/23) and GA205 (received 27/07/23).

GROUND

To secure the proper development of the area.

3 No more than nine persons shall occupy the property as their principal or main residence at any one time.

GROUND:

In the interests of neighbouring amenity, in accordance with Policy QD02 and HO19 of the Thanet Local Plan.

4 Prior to the first occupation of the development, the secure cycle parking facilities, as shown on approved drawing no. GA201 shall be provided and thereafter maintained.

GROUND

To promote cycling as an alternative form of transport, in accordance with Policy TP03 and SP43 of the Thanet Local Plan.

5 Prior to the first occupation of the development, the vehicle parking space, as shown on approved drawing no. GA201 shall be provided and thereafter maintained.

GROUND

To promote cycling as an alternative form of transport, in accordance with Policy TP06 and SP43 of the Thanet Local Plan.

6 The refuse storage facilities shall be provided prior to the first occupation of the units hereby approved as shown drawing numbered GA201 and shall be kept available for that use at all times.

GROUND

To safeguard the residential amenities currently enjoyed by the occupiers of nearby residential properties in accordance with Policy QD03 of the Thanet Local Plan.

INFORMATIVES

Please be aware that your project may also require a separate application for Building Control. Information can be found at:

<https://www.thanet.gov.uk/services/building-control/> or contact the Building Control team on 01843 577522 for advice.

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

SITE, LOCATION AND DESCRIPTION

The application site is located on the north western side of Ramsgate Road in Broadstairs, opposite the junction with West Cliff Road. Ramsgate Road is residential in character with a mix of styles and ages of properties.

No. 26 is prominent due to its height within the street scene and its position at the head of the junction with West Cliff Road. The building is five storey in height, with a small area of hardstanding (brick pavers) for vehicles to its front. The site is also elevated to the road and footpath. No. 26 is traditional in style with two bay windows at ground floor and a central front door steps leading up to the door with the lower ground also having bays to either side of the steps. The upper floors have windows that are well balanced in terms of their location within the front facade and that follow a window hierarchy. The building is enclosed to the road by a small wall and central gate- the wall is constructed in flint and brick. The building

itself has painted bricks (white to the lower floors and yellow/brown and red bricks to the upper floors.

RELEVANT PLANNING HISTORY

F/TH/99/0799 - Change of use of house in multiple occupation to single dwellinghouse. Granted 6th December 1999

F/TH/94/0350 - Change of use and conversion from single dwelling house to house in multiple occupation comprising 8 bedsits with shared bathroom and toilet accommodation. Granted 27th July 1994

F/TH/93/0873 - Change of use and conversion from single dwelling to house in multiple occupation comprising 10 bedsits and 1 flat. Refused 21st April 1994

PROPOSED DEVELOPMENT

The proposed development is the change of use of a single dwelling house to a 9 bed HMO (sui generis).

In terms of internal layout at the lower ground floor there would be the shared areas of residents that includes a kitchen diner, living room, utility room, WC and storage area. This floor provides access from the front and also into the amenity space. Moving up to the ground floor has a shared kitchen/dining area and two bedrooms both with en-suites and a storage area of the kitchen/diner. The first and second floors have three bedrooms, a bathroom and W.C. on each level. Whilst the top floor has a bedroom which is served by an en-suite.

No external alterations to the building are proposed.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2020

- SP01 - Spatial Strategy - Housing
- SP22 - Types and Sizes of Dwellings
- SP28 - Protection of the International and European Designated Sites
- SP29 - Strategic Access Management and Monitoring Plan (SAMM)
- SP30 - Biodiversity and Geodiversity Assets
- SP35 - Quality Development
- SP43 - Safe and Sustainable Travel
- GI04 - Amenity Green Space and Equipped Play Areas
- HO18 - Care and Supported Housing
- HO19 - Houses in Multiple Occupation
- QD01 - Sustainable Development
- QD02 - General Design Principles
- QD03 - Living Conditions
- CM02 - Protection of Existing Community Facilities

TP02 - Walking
TP03 - Cycling
TP06 - Car Parking

Broadstairs and St Peter's Neighbourhood Plan

BSP9 Design in Broadstairs & St. Peter's

NOTIFICATIONS

Letters were sent to adjoining occupiers and a site notice posted close to the site.

Two representations were received, objecting to the proposal. Their comments are summarised below:

- Noise and disturbance
- Impact of additional cars
- Impact of addition refuse bins
- Concern that there is no fire escape
- High turn of residents not allowing integration
- Inappropriate to the area
- Devalue properties

Broadstairs Society - Even though it was an HMO at one time, changing it from a house to an HMO now would be a retrograde step in terms of the character of the area. Increased parking would also cause a problem.

Broadstairs Town Council - No objection with concerns. Comments from Highways and Waste and Recycling need to be addressed. (Unanimous)

CONSULTATIONS

Environment Agency - We have no comments to make on this planning application as it falls outside our remit as a statutory planning consultee.

KCC Highways

Final comment: Following previous comments, the applicant has now submitted a satisfactory parking survey demonstrating the demand created for the proposed change of use can be accommodated.

I refer to the above planning application and confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

Provision and permanent retention of the cycle parking facilities shown on the submitted plans (GA201) prior to the use of the site commencing.

Provision and permanent retention of the vehicle parking space shown on the submitted plans (GA201) prior to the use of the site commencing.

Further comment: The applicant has submitted a parking survey conducted from Thursday 12th October 2023 - Saturday 14th October 2023.

The hours within which these surveys were conducted are intervals between 08:00 and 19:30 on both Friday and Saturday, which do not allow a full perspective as overnight parking is often representative of residential parking post typical working hours. There should be data surveyed between the hours of 0030-0530. Furthermore, the methodology is not comprehensive. The survey should be conducted using a minimum of 5m length per parking bay as per Lambeth parking methodology, although a more accurate representation of a parallel bay is 6m as per the Kent Design Guide.

The area for survey should be a 200m walking distance as measured along all roads up to a point 200m from the site.

The document submitted also notes a lack of restrictions on street within the areas surveyed; however the majority of these roads do have parking restrictions along sections as well as dropped kerbs serving off street parking, which should be detailed to ensure only the sections available for parking have been surveyed.

As per Lambeth parking methodology a drawing should be submitted showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

I would therefore request an amended parking survey be submitted covering day and night hours with a comprehensive methodology of how the data provided is determined.

Further comment: It has been clarified that there are currently 2 parking bays on site, and these should be retained to minimise impact on the surrounding network. However, it is likely that the majority of residents will own a vehicle and would be forced to park on street within the wider network.

Therefore, a parking survey should be submitted to demonstrate that the surrounding network has the capacity to accommodate the demand created by this change of use. The survey should be completed over 3 days to include one day at the weekend (I would suggest a Thursday - Saturday). It should be conducted throughout hours during the day and night for a 200m radius of the location.

Further comment: Cycle storage is now included within the proposed plans, and although nine spaces have been noted, this by my measurement is 3m in width. For a provision of 9 cycles, if Sheffield stands are to be utilised then this should be a minimum of 3.8m wide to allow for a cycle on either side of each stand, as per Manual for Streets. Cycle stores should also be both secure and enclosed.

The applicant has now included two parking bays at the frontage of the property however the Application Form states that 4 bays are existing and it is unclear where these are situated.

As previously noted, the site is in a sustainable location with on street parking restrictions in the immediate vicinity. I can see no justification for the removal of provisions. The two bays currently shown on plans are conflicting, and it appears that they are not independently accessible.

Therefore, I would request that the applicant submit clear existing block plans indicating the location of the 4 existing parking bays, and reconfigure plans to maintain or better those provisions.

Initial comment: This application seeks to remove the existing 4 parking spaces serving 26 Ramsgate Road and although it is acknowledged that the site is in a sustainable location with on street parking restrictions in the immediate vicinity I can see no justification for the removal of provisions to create a garden area at the frontage of the property. It is likely that a percentage of residents will own a vehicle and would be forced to park on street within the wider network which is highly saturated, and as such I would ask the applicant to amend plans to retain existing provisions.

Additionally, cycle parking should be provided at the ratio of 1 space per bedroom which is both secure and enclosed. This is not currently a consideration within the proposal and as such amended plans clearly demonstrating both the location and dimensions of cycle parking provisions should be provided.

TDC Private Sector Housing - We work to the principle of allowing 5 persons per one shared kitchen, one shared bathroom and a separate WC. Where there is a shared living room available, it must be at least 11 metres squared. The minimum room size for one person where there is a shared kitchen and shared living room available is 7 metres squared, and for two persons the minimum room size is 11 metres squared. On that basis, we would propose a maximum permitted occupancy of 10 persons, 9 households.

There are no licensed HMOs within 100m of the property. I have no information as to whether there are any smaller HMOs with shared accommodation (up to 4 persons) in the vicinity. As such smaller HMOs are not licensable, we have no records as to their whereabouts.

TDC Waste & Recycling - HMO's must provide adequate storage space for waste containers as each unit is treated as an individual dwelling and therefore is entitled to the same amount of bins as a house i.e 180 litre waste bin, 240 litre recycling bin, red bag for paper and card and a food waste caddy. Careful consideration will need to be made to storage capacity and waste presentation point.

COMMENTS

This application is referred to the Planning Committee at the request of Cllr K Bright due to concerns that the development would have a lack of off street parking, safety concerns (fire safety) and community concerns (antisocial behaviour).

The main considerations in assessing the submitted scheme are the principle of development, the impact upon the character and appearance of the area, the impact upon living conditions of neighbouring property occupiers and the impact upon highway safety.

Principle

The site is located within the urban confines of Broadstairs. When a site visit was conducted in July 2023 the property was vacant. The planning history for the site indicates that this building has been used as a house in multiple occupation (HMO) previously - in the mid to late 1990's.

Policy HO19 states that proposals for Houses in Multiple Occupation (HMO's), either through conversion of existing buildings or new built development, will not be permitted in parts of the Cliftonville and Margate Central Wards as illustrated on the policies map.

Elsewhere proposals will be permitted where the development:

- 1) Does not give rise to an unacceptable impact on the living conditions of neighbouring residents through noise or general disturbance;
- 2) Does not result in an intensification or concentration of such uses which is detrimental to the amenity and character of the neighbourhood (having regard to the criteria set out in para 11.34 by way of guidance)
- 3) Provides suitable arrangements for car parking, or adequate on-street parking is available within the vicinity of the site and
- 4) Provides suitable arrangements for the storage and collection of waste

Policy HO21 of the Thanet Local Plan supports proposals to bring vacant property into residential use will be approved where:

- 1) It is compatible with nearby uses, and
- 2) the proposal would not conflict with any other policy.

The principle of development for an HMO is, therefore, considered acceptable if the development satisfies the criteria of Policy H019 and all other material considerations.

Character and Appearance

Paragraph 135 of the NPPF states decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, sympathetic to local character and history, establish or maintain a strong sense of place, and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible. Policy QD02 of the Thanet Local Plan outlines that the primary aim of new development is to promote or

reinforce local character and provide high quality and inclusive design that is sustainable in all other respects. Proposals should therefore relate to surrounding development, form and layout, be well designed, pay particular attention to context and identity of location, scale, massing, rhythm, density, layout and materials, and be compatible with neighbouring buildings and spaces. Any external spaces and landscape features should be designed as an integral part of the scheme.

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Policy BSP9 of the Broadstairs and St Peters Neighbourhood Plan states that development proposals that conserve and enhance the local character and sense of identity of the Plan area will be encouraged.

This application makes no changes to the scale or external arrangement of the existing building on the site.

The Council's Housing Officer has confirmed that there are no licensed HMOs within 100m of the property and there is no planning history to indicate that there are any smaller HMOs within close proximity to the site. Accordingly the proposal would not lead to a concentration of HMO's within the area, that would create harm to the established character.

The existing property is a large family dwelling, having nine bedrooms, one on the lower ground floor, one on the ground floor, three on both the first and second and a further one in the loft. This application proposes to have the communal areas - diner/kitchen, living area, storage and utility at the lower ground level, at ground floor two bedrooms and a kitchen/dining room, three bedrooms and bathroom on the first and second floors and a further bedroom with ensuite in the loft.

With regard to refuse storage at the property, the existing plans indicate an area adjacent to the boundary with no. 28 for refuse storage area. However from images on google street view and when a site visit was made this appeared to be adjacent to the steps to the ground floor and adjacent the boundary with no. 24. It is appreciated that there was no dedicated housing for the bins and it would be just a case of a person altering its position from week to week.

The agent for the application has indicated on the submitted proposed block plan that the refuse storage area would be located adjacent no. 24 and adjacent to the front steps (similar position as the existing) in a designated enclosure. It would be visible from the public realm but this is what occurs presently to some degree, although bins would now be in a larger group (adjacent no. 24) and smaller group at the front rather than spread out in no designated area at different locations within the front curtilage. The harm would therefore be

limited and similar to the existing situation. The refuse and recycling would then be put out on collection day in the usual manner. This arrangement is considered to be acceptable.

The current arrangement includes a vehicular access on the eastern side of the property and a parking area to the front. This was in situ at the time of a site inspection. The application proposes that this parking area would be retained, one parking space is shown. It is acknowledged that the previous use as a single dwelling would have attracted various movements to and from the site from the occupiers and visitors and the use now proposed would also generate movements from residents and visitors. These in themselves are not considered to change the primarily residential character of the area.

Given that there are no external changes, no net increase in bedrooms and that the approval of this scheme would not result in an intensification or concentration of such uses which is detrimental to the amenity and character of the neighbourhood it is considered, that the development would not have a significant impact upon the character and appearance of the area, in line with policy QD02 and HO19 of the Thanet Local Plan, policy BSP9 of the Broadstairs and St Peter's Neighbourhood Plan, and the National Planning Policy Framework.

Living Conditions

Paragraph 123 of the NPPF states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Local Plan policies QD03 and QD04 are also relevant to this application. Policy QD03 (Living Conditions) states that All new development should:

- 1) Be compatible with neighbouring buildings and spaces and not lead to the unacceptable living conditions through overlooking, noise or vibration, light pollution, overshadowing, loss of natural light or sense of enclosure.
- 2) Be of appropriate size and layout with sufficient usable space to facilitate comfortable living conditions and meet the standards set out in QD04.
- 3) Residential development should include the provision of private or shared external amenity space/play space, where possible.
- 4) Provide for clothes drying facilities and waste disposal or bin storage, with a collection point for storage containers no further than 15 metres from where the collection vehicle will pass.

The proposed change of use makes no alterations to the scale of the property or the number of openings in terms of windows and doors. Therefore it is considered that this development would not result in any significant change in light, overlooking, sense of enclosure to the neighbouring properties.

The proposed HMO would be used by up to 9 residents and this number could be controlled through the imposition of a planning condition. The property is detached with two main entrances to the property located in the centre of no. 26 in the front elevation at ground floor and one at the lower ground floor into the communal kitchen/diner. There would be rear access to the garden through a door in the rear elevation at the lower ground level. The

communal living room, kitchen/diner, utility and storage would be located on the lower ground floor. One further kitchen/diner is located on the ground floor. All floors have a WC and or a bathroom with the exception of the loft which would have an ensuite.

It is acknowledged that the residents of the HMO would not be living as one household and potentially have a greater variation in schedules than the residents of a single household resulting in an increase in movements of people coming and going whether on foot or by vehicle. Residents would, however, be using one of the two main entrances on the front facade to access and egress the property and there would only be one vehicle within the curtilage (to enable a vehicle to enter and leave in a forward gear) due to its limited area as such whilst there may be an increase in movements and noise associated with movements, I do not consider that it would be substantially more harmful than a large dwelling given the background noise from the road and activity on this main road in close proximity to the Yarrow/College. The parking space is not designated to a particular room as not all occupants would be likely to have a vehicle, as such this would in my view be a management issue as to which occupier it is allocated too.

Whilst the HMO can accommodate up to 9 unrelated people, there is no reason to assume that the occupants would cause more noise and disturbance or anti-social behaviour than people living in the property as a single household.

In terms of noise arising from the use of the rear amenity space it is noted that this is relatively small in comparison to the size of the building. The space is most likely to be used in the summer months, with less use in the spring, autumn and winter if the weather is inclement. It is acknowledged that occupiers of the dwelling would have also had access to and used the outside space and as such, the harm from noise and disturbance is not considered to be significant to result in material harm through this change of use.

The proposed development is, therefore, considered to be acceptable in terms of the living conditions of adjacent neighbouring properties, in accordance with Policy QD03 of the Thanet Local Plan and paragraph 135 National Planning Policy Framework.

Proposed accommodation

The Council's Private Sector Housing department has reviewed the application and have not raised any concerns. Facilities such as cookers, fridges, fire extinguishers etc do not require planning permission, however, it would appear that adequate space is available for the required facilities for 9 residents. All habitable rooms would receive natural light and ventilation and an amenity area would be provided at the rear of the property. It is, therefore, considered that the proposed development would provide an acceptable standard of accommodation for the future residents. Space is shown within the submitted proposed lower ground floor plan for both bin and cycle storage, the suitability of these is discussed in character and appearance section and transportation.

The proposed accommodation is therefore not considered to provide an acceptable standard of accommodation for the future residents in line with policies HO19 and QD03 of the Thanet Local Plan and the National Planning Policy Framework.

Transportation

Paragraph 115 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.

Paragraph 116 goes on to highlight that within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Policy SP43 of the Local Plan states that the Council will work with developers, transport service providers, and the local community to manage travel demand, by promoting and facilitating walking, cycling and use of public transport as safe and convenient means of transport. Development applications will be expected to take account of the need to promote safe and sustainable travel. New developments must provide safe and attractive cycling and walking opportunities to reduce the need to travel by car.

Under Policy QD01, all developments are required to: provide safe and attractive cycling and walking opportunities to reduce the need to travel by car. Policy QD02 relates to general design principles and states amongst other principles that developments must incorporate a high degree of permeability for pedestrians and cyclists, provide safe and satisfactory access for pedestrians, public transport and other vehicles, ensuring provision for disabled access. Policy TP01 states that new development will be expected to be designed so as to facilitate safe and convenient movement by pedestrians including people with limited mobility, elderly people and people with young children.

The site is located within a sustainable location close to Broadstairs town centre with its numerous facilities and public transport links. The site is also on a bus route - The Loop. Vehicular parking will be provided on site, only one space, in addition, a cycle shed is proposed adjacent to the boundary with no. 28 Ramsgate Road.

This part of Ramsgate Road consists predominantly of individual single dwellings, with a mix of properties with off-street parking spaces to the front of their properties or to the rear.

This application initially stated that 4 parking spaces could be accommodated within the front hardstanding area. KCC Highways initially advised that there was no justification for the removal of parking provisions to create a garden area. It was considered that some residents would have a vehicle which would focus these to be parked within the surrounding roads, cycle provision for residents was also requested.

Following these comments cycle provision was made within the scheme, however, it was queried about the size and noted that the stands should be secure and enclosed. Two parking spaces were also shown to the hardstanding area, these bays were conflicting, and it appears that they are not independently accessible. Highways also required justification for the net loss of spaces. Following this the agent confirmed that there were actually currently two parking bays on site, Highways advised that these should be retained to minimise impact on the surrounding network. Due to the shortfall of on site parking a parking survey was requested to demonstrate that the surrounding network has the capacity to accommodate the demand created by this change of use.

A parking survey was submitted and KCC Highways have accepted that parking for the proposed change of use can be accommodated. They also requested conditions in relation to provision and permanent retention of the cycle parking facilities and of the vehicle parking space shown (one space to enable a car to enter and leave in a forward gear) on the submitted plans (GA201) prior to the use of the site commencing.

The previous use as a was likely to generate some vehicular movements, although it is accepted that these movements would be less frequent and with small groups of the family unit. It is however, appreciated that it is unlikely that all occupiers would have access to a private vehicle, however this cannot be controlled through conditions to restrict use/ownership of occupiers, with occupiers of the HMO (and their respective need for vehicles) subject to change. Weight is attached to the fact that the site is in a sustainable location and, based on the evidence of the parking survey work with no substantive evidence to the contrary, it is considered on balance that the roads and streets around the site could absorb the cars generated from this use through on street parking with cycle parking would be provided within the site. On balance the use as proposed is not considered to result in significant harm to parking amenity in the area and would comply with policies HO19, QD02 and TP06 of the Thanet Local Plan, Policy BSP9 of the Broadstairs and St Peter's Neighbourhood Plan and paragraphs 135 of the National Planning Policy Framework.

Ecology and biodiversity

Para 185 a) of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).

Thanet Local Plan Policy SP30 (Biodiversity and Geodiversity Assets) states development proposals will, where appropriate, be required to make a positive contribution to the conservation, enhancement and management of biodiversity and geodiversity assets resulting in a net gain for biodiversity assets. Sites should be assessed for the potential presence of biodiversity assets and protected species. For sites where important biodiversity assets, including protected species and habitats including SPA functional land, or other notable species, may be affected, an ecological assessment will be required to assess the impact of the proposed development on the relevant species or habitats. Planning permission will not be granted for development if it results in significant harm to biodiversity and geodiversity assets, which cannot be adequately mitigated or as a last resort compensated for, to the satisfaction of the appropriate authority.

The site comprises an existing residential dwelling and its associated curtilage. It is therefore considered that the site would have limited potential for protected species. It is considered that the proposed development would have no detrimental impact upon biodiversity in the area.

Contributions

Natural England has previously advised that the level of population increase predicted in Thanet should be considered likely to have a significant effect on the interest features for which the Thanet Coast and Sandwich Bay Special Protection Area (SPA) and RAMSAR have been identified.

Thanet District Council produced the 'The Strategic Access Management and Monitoring Plan (SAMM)' to deal with these matters, which focuses on the impacts of recreational activities on the Thanet section of the Thanet Coast and Sandwich Bay Special Protection Area (SPA). The studies indicate that recreational disturbance is a potential cause of the decline in bird numbers in the SPA. To enable the Council to be satisfied that proposed residential development will avoid a likely significant effect on the designated sites (due to an increase in recreation) a financial contribution is required for all housing developments to contribute to the district wide mitigation strategy. This mitigation has meant that the Council accords with the Habitat Regulations.

Given the scale of the existing dwelling- 9 bedrooms, the proposed development is not considered to result in any significant change in recreational pressure upon the special protection area and therefore a contribution has not been requested in this instance.

Other matters

Third parties have raised some concerns over the development including the following:

Devaluation of properties - Officers confirm this is not a planning consideration

Concern there is no fire escape - it is confirmed that this would be covered under separate legislation that will need to be complied with

High turnover of residents - The planning system cannot control this and would have no control equally if the proposal were flats or a rented dwelling

Conclusion

Currently there is a need for housing in Thanet and policy HO19 of the Thanet Local Plan identifies that HMOs can provide a cheap source of rental accommodation.

The proposal would be acceptable in terms of character, neighbour amenity and highways. The proposed units would have a good standard of space and also provide sufficient daylight, outlook and ventilation to the rooms. As the number of bedrooms is not increasing a Unilateral Undertaking is not required on this occasion.

It is therefore recommended that Members approve the application subject to safeguarding conditions.

Case Officer

Gillian Daws

TITLE:

F/TH/23/0622

Project

26 Ramsgate Road BROADSTAIRS Kent CT10 1PP

