

ADDENDUM TO PLANNING COMMITTEE AGENDA

MEETING DATE - 24th August 2016

The following agenda item has various updates to the original Committee report.

Application Number: AWDM/0803/16 & AWDM/0805/16
Recommendation – APPROVE

Site: Coach & Horses Arundel Road Worthing West Sussex

AWDM/0803/16 - Demolition of WC block and replacement WC block, dining room extension and link to west and south elevations. Kitchen link to existing storage building. Detached two-storey annexe containing 14 guest bedrooms to southwest of main public house and extension to car park on west side of site.

AWDM/0805/16 - Listed Building Consent for demolition of WC block and replacement WC block, dining room extension and link to west and south elevations. Kitchen link to existing storage building. Detached two-storey annexe containing 14 guest bedrooms to southwest of main public house and extension to car park on west side of site.

Environment Agency comments that the application proposals fall outside of their normal criteria for consultation.

National Planning Practice Guidance requires that applications not proposing foul sewage disposal via the public mains should be supported by sufficient information to understand the potential implications for the environment. There is a hierarchy for sewage disposal options in the PPG and a cess pit should only be used where it is shown that (in order of preference) a mains connection, package treatment plant, and septic tank are not feasible.

The Environment Agency advises that developer should be made aware that there are Building Regulations requirements for the provision of cesspits under Approved Document H, which may have implications for this option. There are also sanctions under public health and environmental legislation, if the cesspit overflows or leaks. There are also fines for illegal emptying of a cesspit, which must be undertaken by a registered waste carrier.

Additional Representations

A letter has been received from the adjoining landowner commenting that the proposals look better than before, but expressing concern over the parking available for the pub and Hotel. It will be impossible to maintain the number of spaces on an unmarked gravel parking area as inevitably cars will take up more room than on lined parking. He is concerned that the old A27 layby to the east of the pub, which he owns, may become used for customer parking causing access issues for the houses to the east and the farm.

2 further letters of objection have been received from local residents including photographs to demonstrate the lack of space to cope with current parking requirements. These photographs have been attached to this addendum report for Members information. The further objections are summarised:-

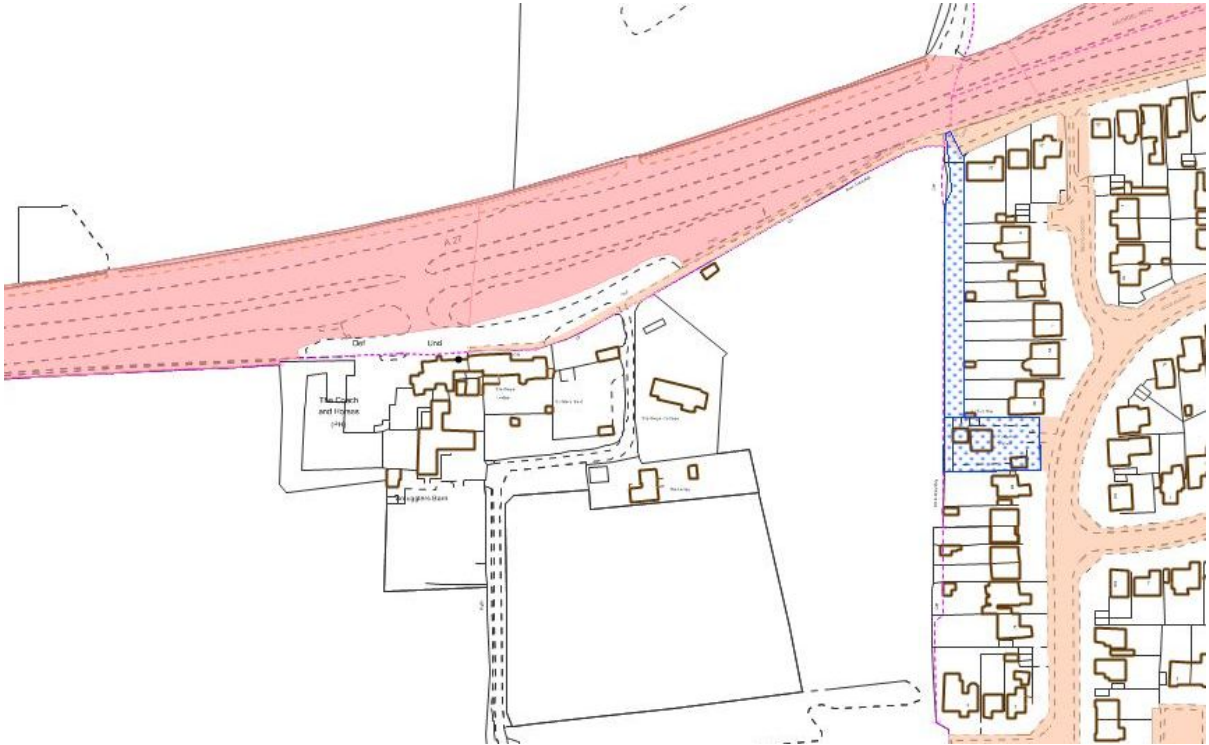
- 1) The photos were taken yesterday evening, 18/08/2016, a normal evening for this already busy venue. It can be seen that the car park is full, and there are only 19 cars parked in it. There are a further 16 "overspill" cars parked outside the boundary of the pub's property. Many of the latter are parked along the private access road to our and neighbours properties, making it very difficult for us to gain proper access. It is also very dangerous at such times to turn off the main A27 dual carriageway into this access road. This aspect seems not to have been given the attention it deserves.
- 2) It can clearly be seen that if further building work were to be permitted it would decrease the amount of parking spaces available, not increase it as claimed! Also, by having a likely 14 further vehicles to contend with from the hotel development, plus even more from the extra restaurant seating and additional staff, it would make the parking situation untenable.
- 3) From the images attached, it can clearly be seen that if an emergency were to arise, it would be extremely difficult for emergency services to access the site.
- 4) The application site is accessed via a treacherous minor junction of the A27 and has been the location for several serious and fatal accidents over the years. The westbound access is a 70 mph zone.
- 5) Local residents are aware of these highway dangers but new visitors to the pub/accommodation would not be. The access directly off the main dual carriageway results in vehicles exiting from a standing start with no slipway.
- 6) The change in ownership has increased business which is commendable but also increases traffic and the proposal would increase the risk of more serious and possible fatal accidents.
- 7) It is questioned whether the existing car park can accommodate 22 spaces. The lack of marked spaces results in haphazard parking and it is not considered possible to increase the level of parking to 36 spaces.
- 8) The area has no mains drainage and therefore the proposal would increase frequency of tanker visits to the cesspool drainage.
- 9) The proposed development would be totally alien to this sensitive rural environment and out of keeping with nearby listed buildings and the National Park.
- 10) The revised disabled access ramp has been relocated to extend to the northern site boundary which is the highways access road not controlled by the applicant.

The siting of the ramp will encourage disable clientele to park on the tarmac surface of the access road as opposed to the gravel surface of the car park. This will impair safe access to the car park and combined with the removal of the current access will in effect generate 4 additional parking spaces. No provision has been made for disable parking with clearly defined bays.

- 11) The comments of the WSCC concerning parking are disputed. There is already a severe residual impact on busy days when the car park is full and so is the service road, where will the overspill parking be accommodated, on the dual carriageway? The NPPF does not define what constitutes a significant development in terms of the requirement for a Transport Assessment but a Traffic Impact Study should be undertaken to allay the concerns of neighbours.
- 12) The application should be deferred until UK Power Networks has carried out a full survey and costing on the supply to the development and neighbouring properties. The applicant has no idea where the existing power supply is sourced, how it is distributed on the site or how it is to be distributed to neighbours.
- 13) The application should be deferred until a survey is carried out by an authorised body to establish the type and size of any cesspit to safeguard immediate neighbours and Hotel guests.

Additional Consultation Response

The Highway Authority (WSCC) has confirmed that the entire section of the old Arundel Road is in private ownership and the following OS extract identifies the extent of adopted highway (in pink – A27 and beige WSCC Highway). As such it is not possible to control parking along the private road.



Parking at the Coach and Horses







Policy Issues relating to Homes in Multiple Occupation (HMOs)

Update

Following the publication of the Committee report Officers have looked at, in further detail, the issues surrounding the concentration of HMO's and national guidance on when a tipping point occurs to the extent that it affects the balance of local communities.

The National HMO Lobby has undertaken a lot of research into this matter although its main focus has been on the 'studentification' of areas. Its study on 'Balanced Communities and Studentification' includes the following on what it considers would be a tipping point from the norm,

'The tipping-point is the threshold at which a deviation departs so far from the norm that a community tips from balance to un-balance. With regard to HMOs, the tippingpoint can be expressed in terms both of population (20%) and of properties (10%). (1) The HMO tipping-point occurs when HMO occupants exceed 20% of the population. Normally, HMO occupants account for about 15% of the population – the tipping-point represents a 33% deviation. It also significantly exceeds the whole of the 'young adult' band of the population (16- 29 year-olds are 17.5%). (Any community begins to seem unbalanced when any of the five main age-bands exceeds one-in-five of the population.) (2) The HMO tipping-point also occurs when HMOs exceed 10% of the properties. Normally, HMOs account for 7% of households – the tipping-point represents a 50% deviation. At the same time, given the comparatively large numbers in HMO households, if HMOs are 10% of households, then their occupants account for about 20% of the whole population (depending on the local balance of families and one-person households). The most common cause of a tipping-point for HMOs is demand by students for shared houses - or studentification.'

In considering this issue further in light of the number of HMO's in different parts of the town the table in the report has been amended to assess the percentage of HMO's in each ward.

Area	Number	As a % of all available accommodation*	As a % of dwellings within each ward
Worthing	675	1.38	-
Central ward	232	0.47	5.19%
Heene ward	210	0.43	4.98%
Selden ward	114	0.23	3.18%
Gaisford ward	59	0.12	1.52%

Given that the guidance suggests that 10% of properties might be seen as the tipping point, it appears that Wards in Worthing are some way off this tipping point. However, it is clear that this needs to be kept under review as well as a review of the impacts of HMOs on local communities.

Members may find the following links useful as further background to the report.

The HMO Lobby website has a number of articles on the subject reviewing planning policies across the Country.

www.hmobby.org.uk/39articles.pdf

The Councils website also includes the guidance produced by the Private Sector Housing team to encourage good quality design and layout as well as other relevant legislation controlling HMO's.

www.adur-worthing.gov.uk/housing/conditions-and-empty-properties/hmo/

The Councils Building Control Team enforce the Building Regulations and specific reference to HMO's is contained in Approved Document B (Fire Safety) page 6.

www.gov.uk/government/uploads/system/uploads/attachment_data/file/441669/BR_PDF_AD_B2_2013.pdf

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