

Laura Crawford

From: jk2designs [REDACTED]
Sent: 19 January 2024 16:22
To: Planning
Subject: Fwd: Objection to Proposed Change of Use to H.M.O. at 8 Granary Court - Ref. LA01/2023/1047/F
Attachments: Granary_Committee_Objection.pdf

Dear Sir/Madam,

Apologies as I forgot to add my name and address to the objection letter on my previous email (refer to attached document)

Kind Regards
Keith Hunter

----- Original Message -----

From: "jk2designs" [REDACTED]
To: planning@causewaycoastandglens.gov.uk
Sent: Friday, 19 Jan, 24 At 16:12
Subject: Objection to Proposed Change of Use to H.M.O. at 8 Granary Court - Ref. LA01/2023/1047/F

Dear Sir/Madam,

After having read the Planning Committee Report for the Application Ref No. LA01/2023/1047/F I disagree with the Planners recommendations.

Please find attached my objection letter which I would like to be taken into consideration before the final decision is made.

Kind Regards
Keith Hunter

Having read the Planning Committee Report for LA01/2023/1047/F, I disagree with the Planners recommendation.

Rationale is set out for this below in a number of key points and I would also point towards my original objections.

Briefly,

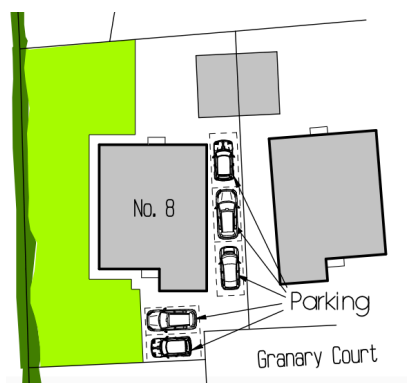
1. Paragraph 8.6 of the Case Officer Report outlines that DfI Roads have no issues of concern about this proposal. My understanding of DfI Roads remit on responding to planning applications is that it is purely on a road safety basis and the assessment of car parking requirements and not necessarily on the amenity and ease/convenience of access issues that may arise from the implementation of such parking arrangements.

These issues are what is important in this case.

Whilst DfI Roads have not specifically said it in their consultation for this application, in a range of other HMO applications in Causeway Coast and Glens (e.g. LA01/2023/0991/F) they have given their advice and followed it with “as car parking is an amenity issue the Local Planning Authority will decide if this is acceptable.”

It is therefore the case that DfI Roads may deem a proposal to be acceptable from a road safety and requirement point of view but this proposal may at the same time cause detrimental harm to amenity and may not provide the most easy or convenient access to parking for users.

2. Drawing 02A submitted (see snip below) shows 5 cars parked at the property.



Paragraph 8.8 of the Case Officer reports says that “it would not be unusual for a large family to reside in the dwelling with a similar number of occupants to the HMO and therefore parking to the dwelling would not be intensified to an unacceptable degree.”

I am not so sure this is the case as I believe it is unusual for a family to have up to 5 cars on the road at any given time. I think it is more reasonable for a family to potentially have 2 or 3 cars on the road at any given time. Older members of families who drive (17/18 years and older) are generally less likely to live at home at all times throughout the year anyway due to being at university or working away from home.

I believe that the proposed HMO would therefore intensify the parking arrangements to an unacceptable degree (see point 3 below).

3. Paragraph 8.12 of the Case Officer Report says “The proposal is capable of providing parking within its curtilage which satisfies the requirements of Policy HOU 4”.

Criteria 1 of Policy HOU4 says that “the premises are suitable to accommodate the proposed number of occupants.”

As can be seen from the proposed block plan on the previous page (Drawing 02A) whilst 5 cars can be accommodated within the curtilage I am not sure how this fits in terms of suitability. The suitability of the premises is what is important.

It would be awkward to get cars in and out, especially from the driveway and inevitably cars would be blocked from getting in and out in this arrangement. In my opinion, the premises cannot be therefore said to be “suitable”, as the policy prescribes.

Application LA01/2021/0542/F involved a change of use to a HMO in Portstewart. It proposed the following parking arrangement:



Whilst there were several refusal reasons for this application, one element of the assessment from the Case Officer was that the “car parking arrangement would not be feasible given there is no manoeuvring within the site for vehicles to park in this arrangement and resulting in inconvenience in cars being blocked in by other cars.”

If you compare the block plan for this application and for the application in question at Granary Close, they are not too dissimilar in that there are cars blocking each other in both circumstances. Even if 4 cars were parked at the property there would still be at least 1 car potentially blocked in at any time.

In my opinion, there is no space in-curtilage to manoeuvre vehicles in the proposed arrangement and I believe this to be contrary to criteria 1 and 3 of Policy HOU 4.

Policy HOU 4 specifically says “planning permission will only be granted for the use of dwellings for multiple occupation where all of the following criteria are met.”

Therefore, in the circumstances where any criteria are not met the application should be refused.

In this instance, in my opinion, criteria 1 and 3 are not met.

As mentioned in my previous objections, any car parking on the road would have an impact on the amenity of residents, specifically at number 6 Granary Court, where the kitchen window looks directly out onto the area where the cars would park.

Also, currently in Granary Court there is little to no on-street parking as there is sufficient car parking in-curtilage to accommodate residents. Any change in this situation would change the character of the area and affect the amenity of residents. This in itself would be contrary to criteria 2 and 4 of Policy HOU 4.

I would also make the point that “Supporting Information 23.1047” says that the house is proposed to be used for 4 doctors. I don’t believe this should form any part of a consideration as it is immaterial what job the proposed occupants have.

Keith Hunter
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