

Application Number	07/2021/00722/COU
Address	176 - 178 Station Road Bamber Bridge Preston Lancashire PR5 6TP
Applicant	Mr Stephen Whittle
Development	Change of use of first floor into House of Multiple Occupancy (HMO)
Officer Recommendation	Approval with Conditions
Date application valid	24.06.2021
Target Determination Date	19.08.2021
Extension of Time	

Location Plan



1. Report Summary

1.2 The application has been called to planning committee for determination by the local ward councillor. The application proposes the change of use of the first floor of the existing commercial premises, operated by Coral Bookmakers, to a House in Multiple Occupancy (HMO). The existing rooms on the first floor will be sub-divided to provide 4 bedrooms each with en-suite and a communal kitchen.

1.2 The site is within the Bamber Bridge District Centre where there is a mix of residential and commercial properties.

1.3 Although no parking is proposed other than 4 cycle spaces, the site is in a sustainable location, on a main bus route and close to amenities. Therefore, in line with Policy F1 and G17 of the South Ribble Local Plan, it is appropriate to relax the parking standards.

1.4 It is considered that, with the imposition of conditions, the application is acceptable and is recommended for approval.

2. Site and Surrounding Area

2.1 The application relates to the first floor of a commercial premises located on the corner of Station Road and Clayton Street in Bamber Bridge. The ground floor is operated by Coral Bookmakers.

2.2 The property is within the Bamber Bridge District Centre where the area is a mix of commercial and residential properties. To the west are residential properties on Clayton Street, on the opposite side of Station Road is a supermarket, public house and other commercial properties and on the same side as the application property are a dentist, beauty salon and opticians.

3. Planning History

07/1975/0739 Erection of illuminated projecting box sign. CONS 08/10/1975

07/1983/0419 New display window. APV 03/08/1983

07/1987/0655 Change of use from dwelling to office (Class A2). APV 11/11/1987

07/1994/0380 Two Storey Extension to Rear of Offices. APV 15/07/1994

4. Proposal

4.1 The application proposed the change of use of the first floor to a House of Multiple Occupancy (HMO). No external alterations are proposed. Internally the existing rooms will be re-configured to provide en-suites to each of the 4 bedrooms. A communal kitchen is also proposed.

4.2 A ground floor plans has also been submitted to demonstrate the binstore/recycling area and cycle store. This is to the rear of the premises with gated access to the alley that runs along the rear of the properties fronting Station Road.

5. Summary of Publicity

5.1 Neighbouring properties were notified and a site notice posted with 2 letters of representation being received, objecting to the proposal on the following grounds:

- Amount of parked cars in the area
- No vehicle parking is being provided by developer
- Impossible to find a parking space on Clayton Street
- Vehicles of occupants, visitors and other services will park on Clayton Street
- Only enough parking space for maximum of 9 vehicles but 17 residential properties on it
- This development will result in another influx of cars
- To put 4 people in such a small space would be overcrowding
- A HMO should have a communal living room and there is no evidence of one here
- Question location of refuse bins and ease of use
- Application does not address refuse storage and collection, alleyway is too narrow
- Problems if residents of development are loitering outside smoking etc.

- Area already overdeveloped
- Width of alleyway to rear will result in overlooking from proposed HMO
- Change from an office with no overnight usage to residential

6. Summary of Consultations

6.1 **County Highways** confirm there are no highway objections to the change of use. The site is located in a sustainable location where amenity and public transport services are all within walking distances.

6.2 **Environmental Health** require conditions be imposed in respect of waste and cycle storage. They also advise that the Housing Standards Department are unable to require compliance with Housing Law related matters via the planning regime and therefore have contacted the developer directly and have raised several points which are required to be completed before the property is tenanted. To date the owner has demonstrated a willingness to cooperate with the direction EH have provided that is needed to comply with the relevant legislation.

7. Policy Background

7.1 **Policy E4: District Centres** seeks to protect and enhance the district centres to maintain their vitality and viability. Planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for A1 Retail Use, which will be encouraged to achieve a minimum of 60% of the overall units and A3 Café and Restaurant uses. Applications for other district centre uses including A2 Financial and Professional Services, A4 Drinking Establishments and B1 Offices will be permitted where this would not harm the sustainability of the shopping area.

7.2 **Policy F1: Parking Standards** requires all development proposals to provide car parking and servicing space in accordance with the parking standards adopted by the Council. In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site.

The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement. Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances

7.3 **Policy G17: Design Criteria for New Development** permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; the proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to

the asset; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

8. Material Considerations

8.1 District Centre

8.1.1 The application property is within the Bamber Bridge District Centre which Policy E4 seeks to protect and enhance to maintain its vitality and viability. Planning permission will be granted for the change of use of existing buildings for A1 Retail Use and A3 Café and Restaurant uses. Applications for other district centre uses including A2 Financial and Professional Services, A4 Drinking Establishments and B1 Offices will be permitted where this would not harm the sustainability of the shopping area. However, in general this relates to ground floor premises and the recent trend is to encourage a mix of uses, including residential. The proposal to change the use of the first floor to a HMO would not impact on the District Centre's overall vitality or viability and will provide for sustainable residential accommodation in the centre, close to the facilities it offers.

8.2 Residential Amenity

8.2.1 The proposal is for the change of use of the first floor to form 4 apartments. There are no external alterations proposed to the building with the existing windows remaining. It is understood that the first floor is currently vacant, last used as ancillary office space for a solicitors.

8.2.2 The main elevation has 4 windows which face Station Road and the access road to the car park servicing Morrisons. These windows will serve 2 bedrooms.

8.2.3 To the side elevation are 2 windows, one will serve a bedroom and the other an en-suite. These face the side elevation of 180 Station Road, a commercial premises. It is unknown whether the first floor is commercial or part of the ground floor business. There is one first floor window in the side elevation. A third window in the side elevation of the application property is set back from the main side elevation and faces the first floor window of 180 at a distance of approximately 13m. However, this will serve an en-suite and therefore be of obscure glazing.

8.2.4 The rear elevation has one window, to serve a bedroom, which faces the blank side gable of No 2 Clayton Street. This could potentially have an angled view into the small rear yard of No 2 but it does not directly face the yard.

8.2.5 It is considered that the proposal will not create any overlooking or loss of privacy to neighbouring residential properties due to the window/room arrangements and therefore is compliant with Policy G17.

8.3 Parking

8.3.1 In terms of parking provision, the application property has no car parking spaces. The proposal does not include any parking provision although 4 cycle spaces are proposed. The site is in a sustainable location close to amenities and on a main bus route. Policy F1 allows for flexibility in the standards in relation to the specific local circumstances and Policy G17 recognises "*where there are other material considerations which justify the reduction such as proximity to a public car park.*"

8.3.2 In this case there is a car park on to the rear of the supermarket opposite, the site is in a sustainable location close to amenities and on a main bus route. As such there are no highway objections to the change of use from County Highways who also recognise that the site is located in a sustainable location where amenity and public transport services are all within walking distances.

8.3.3 Although the application forms states there will be 4 cycle space, these are not shown on the submitted plans. Environmental Health require a condition be imposed for the provision of secure cycle storage for all the apartments prior to commencement of any works onsite.

8.3.4 As such the proposal is compatible with the aims of policies F1 and G17 in terms of parking provision.

8.4 Refuse Storage

8.4.1 The application form indicates that the rear yard area will be available for bin storage and recyclable waste. As originally submitted, this is not shown on the submitted plans as this application relates to the first floor only. However, at the case officer's site visit it was noted that two enclosed yards exists one to the rear with access onto the rear alley that runs along the rear of the premises and one which is to the side/rear of the main building and fronts onto Clayton Street and is accessed from Clayton Street.

8.4.2 Waste storage is something that Environmental Health also commented on, requiring a condition be imposed that full details of the waste storage facilities within the site be submitted prior to commencement of the development. However, as the plan has now been provided, it is only necessary to impose a conditions to ensure the area is retained and maintained for use as a waste storage area.

8.5 Housing

8.5.1 Environmental Health included an advisory note on their consultation response, stating that the Housing Standards Department are unable to require compliance with Housing Law related matters via the planning regime. We have contacted the developer directly and have raised several points which are required to be completed before the property is tenanted. To date the owner has demonstrated a willingness to cooperate with the direction we have provided that is needed to comply with the relevant legislation.

9. Conclusion

9.1 For the reasons set out above it is considered that, with the imposition of conditions, the proposal is acceptable and policy compliant and the application is recommended for approval

10. Recommendation

10.1 Approval with Conditions.

11. Recommended Conditions

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg Proposed First floor Plan whittle/2021/01; ground floor plan whittle/2021/002
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Prior to the first occupation of the development hereby approved, the waste storage facilities demonstrate on the approved plan whittle/2021/02 shall be provided and shall be retained and maintained thereafter.

Reason: To provide effective and sufficient storage facilities for refuse and to safeguard amenities and living conditions of any nearby residents particularly with regards to odour, noise and insects in accordance with Policy 17 of the Central Lancashire Core Strategy

4. The cycle storage areas on the approved plan whittle/2021/02 shall be provided prior to the first occupation of the development hereby approved and shall be retained and maintained thereafter.

Reason: To enable and encourage the use of alternative transport in accordance with Policy 3 of the Central Lancashire Core Strategy.

12. Relevant Policy

South Ribble Local Plan

- E4 District Centres
- G17 Design Criteria for New Development
- F1 Car Parking