

APPLICATION No: 21/77687/COU
APPLICANT: Jo Graham
LOCATION: 131 Barton Lane, Eccles, M30 0FR
PROPOSAL: Change of use from C3 Dwelling to a 5 bedroom HMO (C4)
WARD: Barton and Winton



Description of Site and Surrounding Area

The application relates to a semi-detached residential dwelling on Barton Lane, Eccles. The existing dwelling was previously in use as a 3 bed dwelling house (C3). The property is two storeys and is constructed out of brick with a tiled roof. The dwelling is located in a predominantly residential area, with new residential units recently built to the east and south.

The other residential properties within the locality mostly comprise of 1900s semi-detached and terraced housing.

There are no parking restrictions along this section of Barton Lane.

Description of Proposal

Background

The change of use of a typical dwelling house occupied by a single household in use class C3, to a property used as a 'small' HMO that is shared by between three and six unrelated people in use class

C4, could have been undertaken without the need for planning permission under permitted development rights.

On Tuesday 14 November 2017 the City Council decided that an application for planning permission would be required for the change of use of dwelling houses to small HMOs. This would apply in all of the Central Salford wards (Broughton, Claremont, *Irwell Riverside*, Kersal, Ordsall, Langworthy, Weaste and Seedley), and the wards of Barton and Eccles from 25 November 2018, and would be secured by what is known as an article 4 direction.

This application is a result of the implementation of that Article 4 direction.

Planning permission is sought for the change of use from a 3 bed dwelling (C3) to a 5 bed HMO (C4).

The accommodation would be split over two levels with two bedrooms located on the ground floor and three bedrooms located on the first floor. Communal space is provided on the ground floor by way of a separate kitchen/diner and seating area. Amenity space for the future occupiers of the property is available in the rear garden area.

The schedule of accommodation is as follows:-

Bedroom 1 = 11.6m²

Bedroom 2 = 10.6m²

Bedroom 3 = 15.0m²

Bedroom 4 = 9.5m²

Bedroom 5 = 8.2m²

Communal kitchen/diner and seating area = 22.9m²

There would be no external alterations in order to accommodate the development.

There is no on-site parking provision within the curtilage of the dwelling.

Publicity

Site Notice: Not Applicable

Press Advert: Not Applicable

Neighbour Notification

Twelve (12) neighbouring occupiers have been notified of the application.

Representations

Eight (8) letters of representation have been received in response to the application publicity and who have raised the following concerns:-

- Insufficient Parking resulting in highway safety issues;
- The people who purchase these dwellings do not care about the impact they have on the local community;
- The loss of a family dwelling;
- There are already a number of HMOs in the local area;
- The Council is neglecting Eccles, Patricroft, Barton and Peel Green.

- Uncertainty of potential future tenants.

Relevant Site History

No relevant site history.

Consultations

Highways - No objections.

Air Quality, Noise, Contaminated Land – No objections.

Housing Standards and Licencing Team - No objections.

Senior Drainage Engineer – No objections.

Planning Policy

Development Plan Policy

Unitary Development Plan - Policy H1 Provision of New Housing Development

Unitary Development Plan - Policy A2 Cyclists, Pedestrians and the Disabled

Unitary Development Plan - Policy A8 Impact of Development on Highway Network

Unitary Development Plan - Policy A10 Provision of Car, Cycle and Motorcycle Parking in New Developments

Unitary Development Plan - Policy DES1 Respecting Context

Unitary Development Plan - Policy DES7 Amenity of Users and Neighbours

Unitary Development Plan - Policy EN17 Pollution Control

Other Material Planning Considerations

National Planning Policy

National Planning Policy Framework

Local Planning Policy

Planning Guidance - Housing

Appraisal

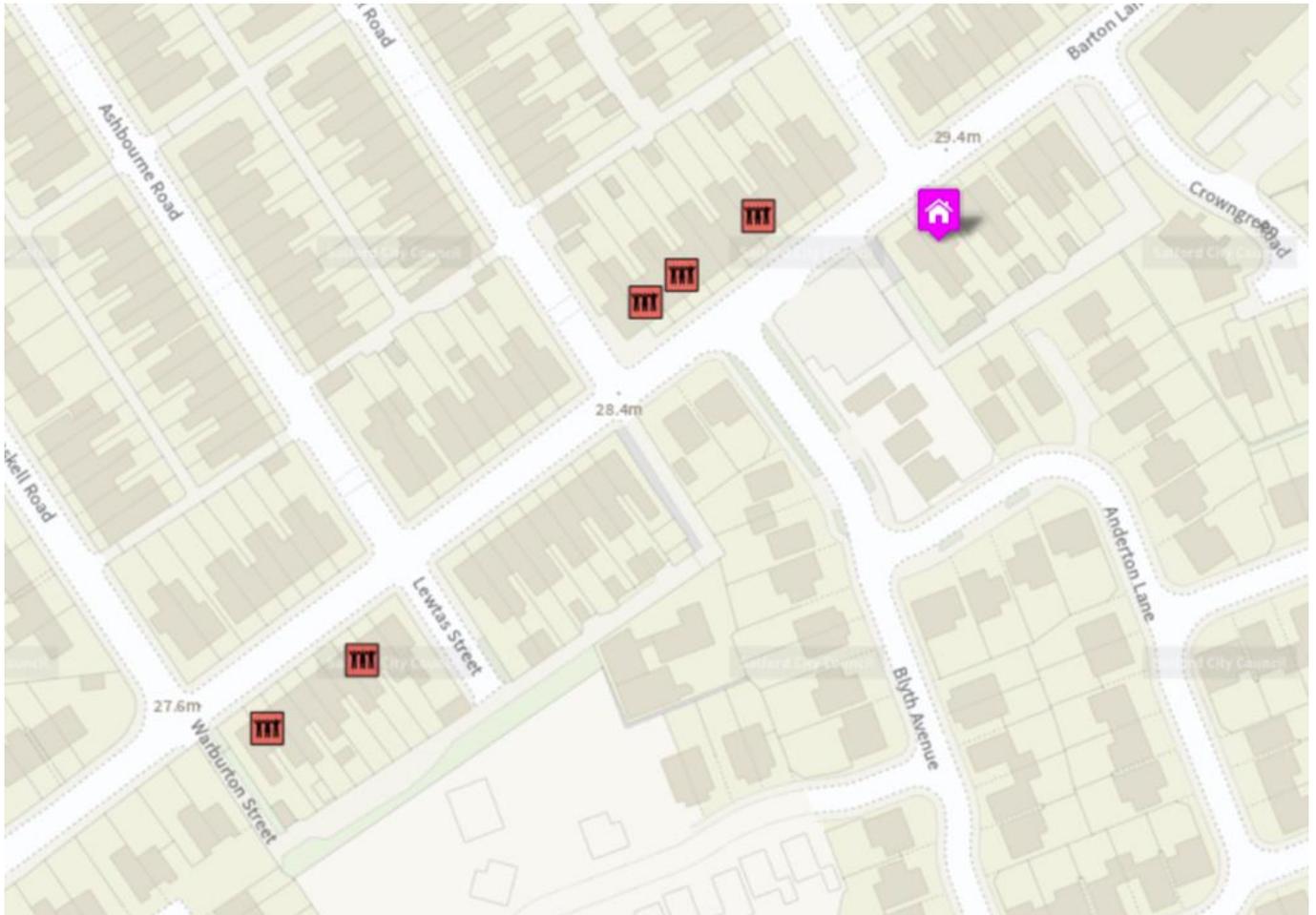
There is no planning policy requirement to demonstrate that there is a need for a House in Multiple Occupation (HMO).

UDP Policy H1 sets out that all new housing developments will be required to contribute towards a balanced mix of dwellings within the local area and also provide a high quality residential environment and an adequate level of amenity.

Given that by definition a HMO provides tenanted living accommodation that is occupied by persons as their only or main residence, who are not related, and who share one or more basic amenities e.g. bathroom, kitchen, living room etc, it is considered that the principle of introducing a HMO into a

predominantly residential area is acceptable as the proposed HMO and the surrounding residential properties share common characteristics by virtue of the fact that they are providing living accommodation.

The site is located within an area where residential uses are considered to be wholly appropriate. An initial record check would suggest that there are 5 mandatory HMO Licences along this section of Barton Lane, (nos. 175, 185, 192, 200 and 204 Barton Lane), three of which are located within the row of terraced dwellings opposite the application site; On this basis it is considered that the proposed change of use would not lead to a material change in character to the immediate and wider area, nor would the us result in an over-concentration of this type of accomodation.



It is therefore considered that the change of use is acceptable in principle subject to compliance with other relevant policies.

Design/Visual Amenity

No external alterations are proposed which would affect the character of the area.

Residential Amenity

As the property is a semi-detached property it shares a party wall with the adjacent property. It is not anticipated that the use of the property for HMO residential purposes will generate noise and disturbance over and beyond what would normally be anticipated for a dwelling of this size. In any case, the need for party wall noise upgrades is a matter that would be considered under the building regulations process. A condition has, however, been attached which would limit the number of tenants to five (5).

Future Occupiers

The proposed change of use would retain both the front garden and rear yard for the storage of waste and an adequately sized amenity space for the future occupiers.

The proposed bedrooms range in size from 8.2m² to 11.6m². Each of the bedrooms has a window on either the front, side or rear elevation and are provided with an adequate level of outlook and light. There is also a communal kitchen/diner and seating area which would be approx. 22.9m².

All the bedrooms are generally of regular shape, with adequate circulation route space for wardrobes/cupboards and other incidental furniture. The Councils Housing Standards Licensing team has confirmed that the property meets their respective standards for a HMO of this size.

In view of the above, given the internal layout and space, it is considered that the proposed HMO will provide sufficient space, outlook and natural light to provide adequate amenity for the future occupants.

Parking and Highway Safety

Site Accessibility

The property is located on Barton Lane within an existing residential area and close to Eccles town centre. There is no associated car parking with the site, although there are no on street parking restrictions to the section of Barton Lane adjacent to the property. There is a bus stop directly outside the property, although there is no bus stop cage to restrict parking at this location.

The property is located 700m from Eccles town centre where there are multiple transport links including bus services, Eccles Metrolink and mainline train station, providing public transport links to multiple destinations. The site can therefore be considered to be located within a highly sustainable area.

Review of 2011 car ownership Census data by tenure for this area have been undertaken. The Census data suggest properties that either owned or shared ownership may have a car ownership of approx. 83.5%, whilst private rented properties may attract approx. 48% car ownership and social rented may attract approx. 47% car ownership. The Local Planning Authority consider this development will fall into the category of private rented and therefore the LPA would envisage the development would only attract 1 or 2 cars of which is no different from a single-family dwelling for this particular area.

Therefore, due to the minor scale of the development and in accordance to NPPF it would not be considered to have any significant impact on local highway network.

Cycle Parking

To further enhance the sustainability of the development, the LPA would recommend that cycle parking is provided for a minimum of 2no cycles. This should ideally be provided within a secure lockable shelter located to the rear of the property. Adequate space is available within the rear yard area or the existing outbuilding to store the requested number of cycles. A condition has been attached to ensure the required cycle provision is provided.

The proposal is in accordance with policies A2, A8 and A10 of the adopted UDP.

Waste/Refuse

At present the property's refuse bins are located in the enclosed rear yard area and this will continue to be the case. There is also sufficient remaining space within the rear garden area to store the required number of refuse bins clear of the highway prior their collection dates. This would prevent any visual amenity issues and potential obstruction of the pavement.

Recommendation

Approve

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

PL01 - Existing Site Plan and Location Plan dated July 2020;
PL02 - Existing Floor Plans and Elevations dated July 2020;
PL03a - Proposed Floor Plans and Elevations dated July 2020.

Reason: For the avoidance of doubt and in the interest of proper planning.

3. The development hereby permitted shall not be occupied by more than five (5) residents.

Reason: To safeguard the amenity of the future occupants of the development in accordance with policy DES 7 of the City of Salford Unitary Development Plan.

4. Prior to first occupation and notwithstanding any details shown on the drawings hereby approved, full details of a proposed cycle store (to store 2 cycles) shall be submitted to and approved in writing by the Local Planning Authority. The cycle store shall be installed and made available for use prior to first occupation of the development in accordance with the approved details and retained thereafter.

Reason: In order to ensure a satisfactory provision of cycle storage at the property in accordance with Policy A2 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

Notes to Applicant

1. All drainage works must be undertaken in accordance with Building Regulations Approved Document H.
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