



KATANA PLANNING

PLANNING STATEMENT



**Proposed change of use from (Use class E/Use Class C3) to House in Multiple Occupation with six rooms
(for six persons) (Use Class C4)
Application Reference 3/2025/0316**

at

**27-29 Bawdlands
Clitheroe
BB7 2LA**



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Linda Wright

28 May 2025

Signed – Linda Wright MBA DipTP

Date

1. Introduction

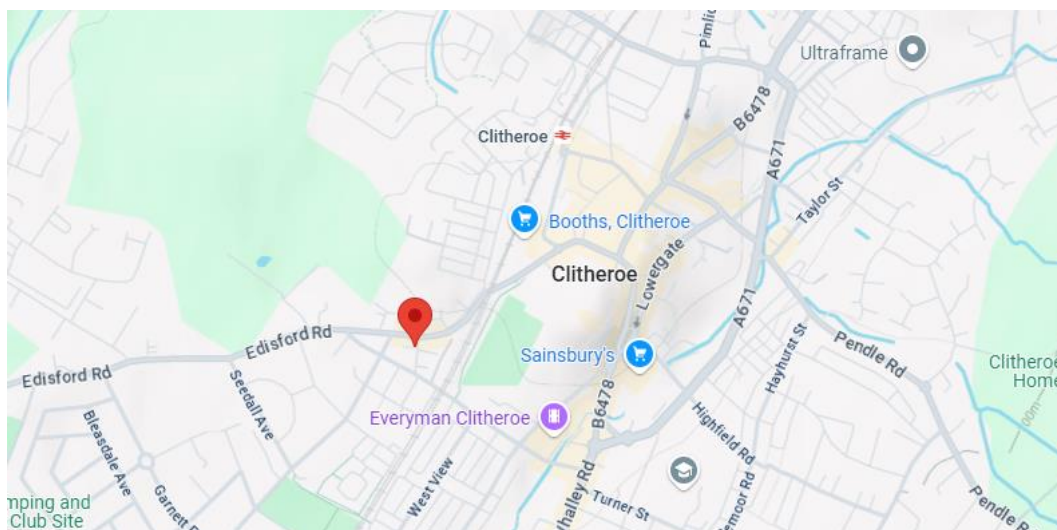
This document provides an additional Planning Statement assessing the existing situation and proposal for the change of use from Class E to a 6 person House in Multiple Occupation (HMO) at 27-29 Bawlands, Clitheroe. The statement is based on information provided by the client, details of a previous planning application, currently available national and local planning policies and information on the Council's website. This is a desktop study and gathers together information that is publicly available.

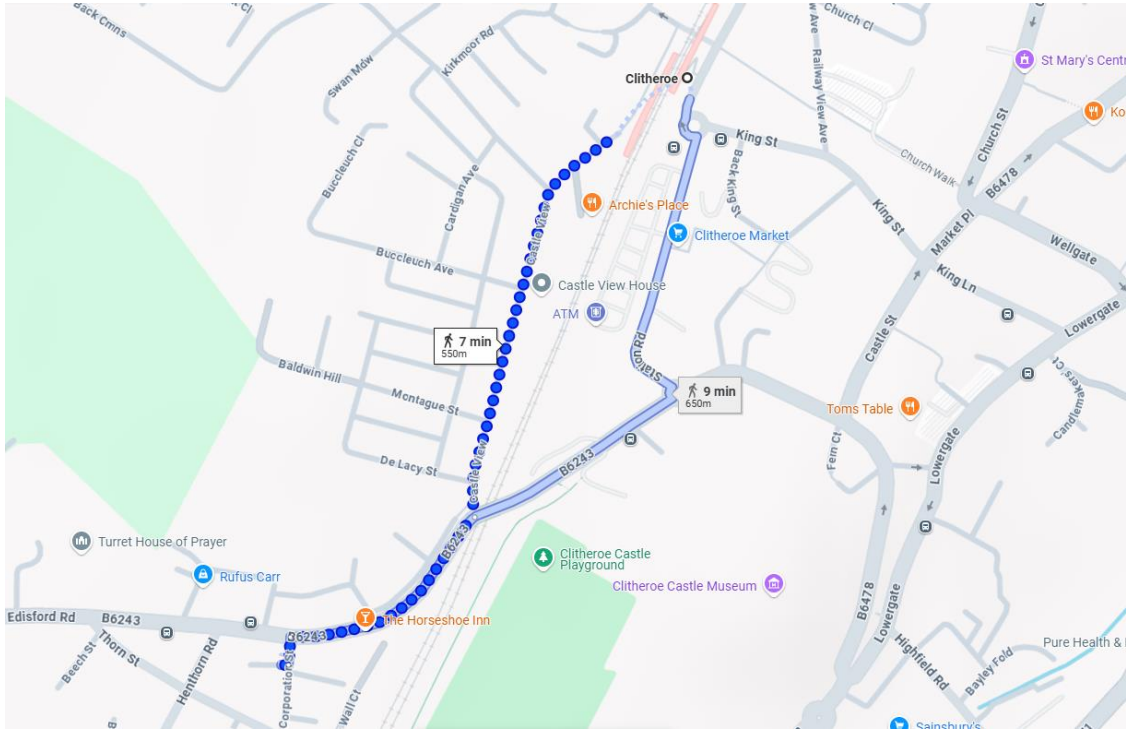
The application relates to terraced properties, that historically would have been two individual dwellings but in more recent times have been combined into one two-storey property in Clitheroe known as 27-29 Bawlands. The property comprises rendered elevations, timber doors, UPVC windows and a slated gabled roof. The application property occupies a corner plot with its north-east elevation facing Bawlands (the B6243) and the south-east elevation facing Corporation Street. The neighbouring residential property of No. 31 Bawlands and commercial property known as The Workshop (currently in use as a martial arts centre) adjoin the eastern and southern sides of the property respectively.

A previous application for an 8 person HMO (application reference 3/2024/0552) was recommended for approval by the council's planning officers but was refused at the planning committee dated 19 September 2024. There were a number of objections to the proposal at that time and it is understood in their consideration of the proposal committee members indication to the applicant that a reduced proposal in terms of numbers might be more acceptable.

2. Location

The application property is located within the defined settlement area of Clitheroe within a predominantly residential area largely comprising terraced properties with Clitheroe town centre and the railway station lying to the north-east and within walking distance of the application site – approximately 600/700 metres – see map below.





Location map showing the site to the south-west of Clitheroe town centre and the easy walking route from the site to the railway station



Extract OS map showing the site in relation to Clitheroe town centre and railway station

It is considered that the property is in a highly sustainable location in terms of access and transport methods and as such the usual requirements for car parking provision should not be required. The property will provide for safe and secure cycle storage in accordance with the council's policies.

3. Sustainability and Accessibility

As has already been stated the site is located within the developed urban area within easy walking distance to the town centre.

The Planning Statement is an addition to the submitted application and as such an opportunity has been had to review the consultation response from the Lancashire County Council's Highways Officer which is as follows:

With regard to your consultation letter dated 1 May 2025, I have the following comments to make based on all the information provided by the applicant to date.

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety and capacity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use from (Use class E/Use Class C3) to House in Multiple Occupation with six rooms (Use Class C4).

It is noted that the site does not provide any off-highway parking, however, it is located within a sustainable location with good access to public transport and local amenities. There are also parking restrictions on the surrounding roads to control on-street parking.

The LHA note that concerns have been raised previously regarding demand for on street parking provisions within the local area however the LHA are of the opinion that Houses in Multiple Occupation tend to have lower car ownership rates compared to single-family households, the development is also located within a sustainable areas as such the LHA does not expect the development to have a significant impact on nearby on street parking provisions.

The submitted documentation also indicates secure and waterproof cycle parking will be provided, which should provide adequate space for 6 bicycles, supporting social inclusion and promoting sustainable forms of transport. However, due to the potentially more transient number of residents, the cycle storage provision would be better suited to individual pods rather than a communal area.

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following conditions are appended to the decision notice:

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and

approved in writing by the local planning authority. The approved plan / statement shall provide:

- *24 Hour emergency contact number.*
- *Details of the parking of vehicles of site operatives and visitors.*
- *Details of loading and unloading of plant and materials.*
- *Measures to protect vulnerable road users (pedestrians and cyclists).*
- *Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.*
- *Measures to control the emission of dust and dirt during construction.*
- *Construction vehicle routing.*
- *Delivery, demolition, and construction working hours.*

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

2. Prior to first occupation cycle storage provisions for the residential unit shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informative notes:

- *There must be no storage of materials in the public highway at any time.*
- *A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk*
- *All references to public highway include footway, carriageway, and verge.*

A dedicated room for cycle storage and bin storage will be available with a portable ramp to facilitate putting the refuse bins onto the street on collection days. In view of this response from the Highways Authority it is considered there should be no grounds for a refusal of planning permission based on Highways matters.

4. Planning Designation & Policies

Planning law requires that applications for development are determined in accordance with the development plan (which should be up to date). The Development Plan for Ribble Valley comprises the Core Strategy (adopted version) – relevant policies are indicated below:

Ribble Valley Core Strategy (Adopted Version)

Key Statement DS1: Development Strategy

Key Statement DS2: Sustainable Development

Key Statement EC1: Business and Employment Development

Key Statement DMI2: Transport Considerations

Policy DMG1: General Considerations

Policy DMG2: Strategic Considerations

Policy DMG3: Transport & Mobility

Policy DMB1: Supporting Business Growth and The Local Economy

The National Planning Policy Framework (12 December 2024)

As indicated in the previous committee report for planning application reference 3/2024/0552 for an 8 person HMO it was considered that the proposal then complied with council and national policies and does so now.

In view of the fact that the application proposal has now been reduced from an 8 person HMO to a 6 person HMO it seems reasonable to conclude that this application will be found acceptable.

National Planning Policy Framework (NPPF)

The new Government which came into power in July 2024 indicated a number of radical changes and reforms to the planning system in order to provide the anticipated 1.5 million homes during the 4 year term.

As part of this process of reform the government published the revised National Planning Policy Framework (NPPF) on 12 December 2024. The framework sets out the government's planning policies for England and how these are expected to be applied. The Framework is a material consideration in planning decisions. The overriding theme in the NPPF is sustainable development. There is a presumption in favour of sustainable development. Planning applications for development should be considered in the context of the presumption in favour of sustainable development.

Of particular note in the revised NPPF is paragraph 132. c) which states:

Planning policies and decisions should ensure that developments;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

It is considered the phrase '**increased densities**' might reasonably be applied in this case and therefore it is contended that the proposal complies with the revised NPPF.

5. Conclusions

In the determination of the current planning application we would urge the council to consider the following:

- this proposal has been reduced from that previously refused from an 8 person HMO to a 6 person HMO;
- The Highways Authority raises no objection to the proposal;
- The Inspector in the Appeal decision letter (Reference; APP/T2350/W/24/3354200) on the previous application stated:

There is little compelling evidence before me to suggest that occupancy at the level proposed and the associated comings and goings, would adversely impact on the living conditions of neighbouring residents or the area. This is a residential area and future occupiers would be likely to take part in the same or similar day to day activities, and resulting comings and goings as other residents. While I note some concern that each room of the proposed HMO could accommodate double occupancy, the proposal is for an 8-bedroom HMO and a suitable condition could be imposed to restrict the occupancy to the level applied for. As such, the evidence before me does not demonstrate that the proposal would give rise to any particular concerns in relation to noise and disturbance for existing residents.

Furthermore, the applicant wishes to point out that as well as reducing the number of occupants to 6, there is an enlarged communal area in the form of a kitchen, dining space, allowing natural light into this room from the front window. In addition to this, and in recognition of the fact that many people, post-Covid, work at least some of their time from home, a generous home working space has been created at the front of the property. Please note notwithstanding the description of the proposed development as 'HMO with six rooms' – the proposal is for a **six person HMO**.

In view of the above matters it is considered that the proposal for a 6 person HMO warrants an approval of planning permission, and the applicant would be happy to accept a condition to limit occupancy to 6 persons (as indicated by the Inspector) and urges the council to grant consent on this basis to provide much needed accommodation.

