

Application Number:	2017/1516/FUL
Site Address:	235 Monks Road, Lincoln, Lincolnshire
Target Date:	2nd March 2018
Agent Name:	None
Applicant Name:	Mr & Mrs Akhgar
Proposal:	Change of use of part ground floor to 1no. self-contained flat and relocation of fence

Background - Site Location and Description

The application property is a two-storey mid-terrace situated on the southern side of Monks Road and incorporates an access to its rear yard from Coleby Street, across the rear of the neighbouring property, No. 233 Monks Road. Along with that property, the application property was recently confirmed to be a House in Multiple Occupation by virtue of a Certificate of Lawfulness (references 2017/1171/CLE and 2017/1172/CLE respectively). No. 3 Coleby Street is also known to be a HMO but No. 1 is not known to be in multiple occupancy use.

It is now intended that the ground floor of the rear projecting wing of the application property (including the lean-to at the very rear) is separated internally from the remainder of the property and a self-contained flat formed.

The application also includes details of the relocation of the fence to the rear of the property that was aligned at the boundary between the two HMOs. This would be moved further to the east in order to provide an area of off-street parking.

Site History

Reference:	Description	Status	Decision Date:
2017/1172/CLE	Continued use of property as a House in Multiple Occupation (Use Class C4) (Certificate of Lawfulness)	Granted	30th October 2017

Case Officer Site Visit

Undertaken on 7th February 2018.

Policies Referred to

- Policy LP1 A Presumption in Favour of Sustainable Development
- Policy LP2 The Spatial Strategy and Settlement Hierarchy
- Policy LP3 Level and Distribution of Growth
- Policy LP13 Accessibility and Transport
- Policy LP26 Design and Amenity
- Policy LP36 Access and Movement within the Lincoln Area
- Policy LP37 Sub-division and Multi-Occupation of Dwellings within Lincoln
- National Planning Policy Framework

Issues

In this instance the main issues relevant to the consideration of the application are as follows:

1. The Principle of the Development;
2. Effect upon the Amenities of the Wider Area; and
3. Other Matters.

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted May 2014.

Statutory Consultation Responses

Consultee	Comment
Monks Road Neighbourhood Initiative	No Response Received
Lincolnshire Police	Comments Received
Highways & Planning	Comments Received
Environmental Health	No Response Received

Public Consultation Responses

Name	Address
Mr Robert Taylor	237 Monks Road Lincoln Lincolnshire LN2 5JT

Consideration

1) The Principle of the Development

a) *Relevant Planning Policies*

i) Sustainable Development and the Proposed Uses

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (the Framework) is a material consideration in determining planning applications. Framework paragraph 215 indicates

that due weight should be given to relevant policies in the development plan according to their consistency with the Framework i.e. the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.

The development plan comprises the recently adopted Central Lincolnshire Local Plan (the Plan) and during its examination the policies therein were tested for their compliance with the Framework.

Paragraph 14 of the National Planning Policy Framework (the Framework) outlines the following in relation to the principle of development:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

For decision taking this means (unless material considerations indicate otherwise):

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

Meanwhile, at the heart of the Core Planning Principles within the Framework (Paragraph 17) is the expectation that planning should:-

“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth”

Turning to Local Plan Policy, Policy LP1 of the Plan supports this approach and advocates that proposals that accord with the Plan should be approved, unless material considerations indicate otherwise.

In terms of the spatial dimension of sustainability, proposals need to demonstrate that they contribute to the creation of a strong, cohesive and inclusive community, making use of previously developed land and enable larger numbers of people to access jobs, services and facilities locally, whilst not affecting the delivery of allocated sites and strengthening the role of Lincoln (Policy LP2). Meanwhile, Policy LP3 sets out how growth would be prioritised and Lincoln is the main focus for urban regeneration. The relatively recent adoption of the Local Plan ensures that there is a very clear picture of the options for growth in Central Lincolnshire.

However, Policy LP37, which deals with the subdivision of properties suggests that: *“the conversion or change of use of existing dwellings and buildings in other uses to self-contained flats or shared accommodation including houses in multiple occupation will be supported where:*

- a) *the existing dwelling or building is capable of conversion without causing harm to the amenities of future occupants, neighbours and the wider area;*
- b) *in the case of an existing dwelling, it can be demonstrated that there is an established lack of demand for a single family use of the property concerned;*
- c) *the development will not lead to or increase an existing over-concentration of such uses in the area;*
- d) *adequate provision will be made for external communal areas; bin storage and collection and on-site parking and cycle storage unless it can be demonstrated that the site is sustainably located on a regular bus route or within walking distance of the City Centre.*

b) *Consideration of the Principle of the Proposed Use*

Policy LP37 of the Local Plan is the most relevant to the proposal as it is for floor space within the building to be used independently from the principle building. Moreover, it would be necessary to consider if the proposals would inhibit or be inhibited by the existing use or neighbouring uses.

The site is no different to many other properties situated in similar positions close to the junction of two streets, in that one can access the rear of the building from the yard of a neighbouring property. Consequently, in order for the principle of the development to be acceptable, there would need to be suitable provision for amenity space and protection of amenities, which are dealt with below.

Notwithstanding this, in terms of the other criteria under Policy LP37, the property is already an HMO so would not be lost from single-family use. Similarly, in more general terms, as the site is located within a residential area, the principle of residential development is acceptable, particularly due to its sustainability credentials, as the site is close to a range of facilities and services locally; it is also close to a busy route into the city, which buses utilise; and accessible by cycle and walking routes. This would accord with the main thrust of the Framework and local plan policies in respect of the location and nature of development.

2) Effect upon the Amenities of the Wider Area

a) *Relevant Planning Policy*

i) Policies Relevant to General Amenities

In terms of national policy, the NPPF suggests that development that results in poor design and/or impacts upon the quality of peoples' lives would not amount to sustainable development. Consequently, the implications of both are key to the consideration of the acceptability of the principle of development within a given site. Moreover, the Framework (Paragraph 9) sees "seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life" as being important to the delivery of sustainable development, through "replacing poor design with better design" and "improving the conditions in which people live" amongst others. Furthermore, the core principles of the Framework (Paragraph 17) indicate that "planning should...always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings". Both aspects are referred to in detail in the following two sections of this report.

Policy LP26 of the Plan deals with the amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy and suggests that these must not be unduly harmed by, or as a result of, the development. There are nine specific criteria which must be considered. As alluded to above, the conversion to form separate accommodation needs to be converted without causing harm to the amenities of future occupants, neighbours and the wider area. These policies are in line with the policy principles outlined in Paragraphs 17, 59 and 123 of the NPPF. Indeed, Paragraph 123 of the Framework suggests that “decisions should aim to...avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development”. The Framework also aims to ensure that new development does not restrict the ability of businesses to develop.

ii) Highways and Access Relevant Policies

The impacts of growth are enshrined in the Core Planning Principles of the Framework (Paragraph 17), which expects planning to actively manage this growth “to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”. As such, Paragraph 35 requires that: “developments should be located and designed where practical to [amongst other things] give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones”.

A number of Local Plan Policies are relevant to the access, parking and highway design of proposals. In particular, the key points of Policy LP13 are that “all developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- a) Located where travel can be minimised and the use of sustainable transport modes maximised;
- b) Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- c) Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, linking to existing routes where opportunities exist, that give easy access and permeability to adjacent areas”

There are also transport measures referred to in Policy LP36, which more specifically refers to development in the ‘Lincoln Area’, the key measures add to and reinforce the criteria within Policy LP13. As such, they are intended to reduce the impact upon the local highway network and improve opportunities for modal shift away from the private car. In particular, development should support the East West Link in order to reduce congestion, improve air quality and encourage regeneration; and improve connectivity by means of transport other than the car.

Paragraph 32 of the Framework suggests that the residual cumulative impacts of the development would need to be severe for proposals to warrant refusal. This is reinforced by Policy LP13 of the Local Plan which suggests that only proposals that would have “severe transport implications will not be granted planning permission unless deliverable

mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.”

iii) Visual Amenity Policies

So far as this issue is concerned, as alluded to above, the proposals must achieve sustainable development and it is the social dimension of sustainability that relates to design. Moreover, Paragraph 7 of the Framework requires the creation of high quality built environment. In addition, the policy principles outlined in Paragraphs 17, 58, 60, 61 and 64 of the Framework also apply. Moreover, the Framework states that good design is a key aspect of sustainable development and is indivisible from good planning. Design is to contribute positively to making places better for people (para. 56). To accomplish this development is to establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live and responding to local character and history (para. 58). It is also proper to seek to promote or reinforce local distinctiveness (para. 60).

Policy LP26 refers to design in wider terms and requires that “all development, including extensions and alterations to existing buildings, must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all.” The policy includes 12 detailed and diverse principles which should be assessed.

b) Implications upon General Amenities

The main impact of the proposals would be in terms of general amenity, i.e. upon the residential amenities that the occupants of the proposed flat, existing HMOs and neighbouring properties, would expect to enjoy.

Impact upon No. 1 Coleby Street

In terms of the occupants of No. 1 Coleby Street, the existing lawful situation is that the property shares a boundary with three HMOs to the north and south (Nos. 233 and 235 Monks Road and No.3 Coleby Street). In light of this, the impact of the noise and disturbance that could be caused by the use of and movements to and from these HMOs could already be harmful to the amenities that the occupants of that property would seek to enjoy. As such, the provision of an additional unit of self-contained accommodation to the rear of No. 235 would introduce greater potential for noise and disturbance. This combined with the use of the existing multiple occupancy premises would be harmful to the occupants of that property.

Impact upon No. 237 Monks Road

In terms of the occupants of 237 Monks Road, the property shares a boundary with HMOs at Nos. 235 and 239 Monks Road so any harmful impacts associated with noise and disturbance that could be caused by the use of and movements to and from these HMOs would already be observed by the occupants of that property. For similar reasons to No. 1 Coleby Street, it is considered that the intensification of the accommodation within the application site would introduce greater potential for noise and disturbance which would be harmful to the amenities that the occupants of No. 237 would expect to enjoy. This combined with the use of the existing multiple occupancy premises would be harmful to the occupants of that property.

Impact of the HMOs and Self-Contained Flat on One Another

It is considered that it would be problematic if the ground floor of the application building was to be occupied as an independent unit of accommodation alongside the HMO, as there would not be the ability to provide separate amenity space for each use. Furthermore, the space that is available to the rear of all the properties affected by virtue of the repositioning of the rear garden fence and inclusion of parking would be significantly reduced, particularly for the occupants of the HMO at No. 233.

Similarly, with a separate element of ground floor accommodation with direct access (not via a shared entrance), one would reasonably expect to be afforded with a better quality of amenity being afforded to that accommodation. However, the proposed flat would share amenity space with the five occupants of the HMO, the rear access to which would be alongside the proposed flat. A consequence of this is that, when in use by the occupants of the HMO, there would be no relief from the potential noise and disturbance caused by its use. As such, the site would not be conducive to a separately owned / or let unit of accommodation but even if both remained under the same ownership / management, the physical relationship between the two uses would not be appropriate.

In addition to the above, the reduction in the size of the rear yard to the property to provide additional space for off-street parking would also exacerbate the impact of there not being any private amenity space afforded to the occupants of the HMO at No. 233.

c) *Consideration of the Impact upon Parking and Highway Safety*

The application site is not located within a Residential Parking Permit Zone so it is currently possible for residents to park on-street. However, as the proposals are to provide a larger open curtilage space from the street frontage, presumably to provide off-street parking, this would give the occupants an alternative. However, the proposals could create additional pressure on the existing on-street parking provision.

Notwithstanding this, as the site is adjacent to Monks Road, where public transport is available and various facilities and services, so it would be sustainably located and occupiers could travel by alternative means to the car.

In light of this, it would be difficult to object to the application upon the grounds of its potential impact upon highway safety or the impact upon on-street parking, particularly as the Highway Authority has not returned any objections to the proposals.

d) *Implications upon Visual Amenity*

The use of the rear projection at ground floor as a separate element of accommodation would not in itself have a harmful impact upon the visual amenity of the area but the alterations to the enclosures at the rear of the building in order to accommodate a greater degree of parking within the site would cause to harm the character of the area, as parking would be positioned perpendicular to the street in an unfamiliar manner. Moreover, whilst there are benefits to providing off-street parking, the provision in this locality would not be akin to the parallel form of parking experienced on-street. As such, the introduction of parking would be a more dominant feature within the site.

3) Other Matters

There are a number of points that have been raised by the occupants of No. 237 Monks Road that refer to alterations within the HMO. The application only relates to the provision of a further self-contained unit of accommodation within the property and does not include for any alterations within the building. As the use of the HMO is already lawful, all changes internally are only governed by Building Regulations, including the incorporation of domestic extraction for kitchens and bathrooms. Similarly, any nuisance caused by the noise or working hours associated with works not requiring planning permission or lighting from the premises can also be investigated by the Public Protection and Antisocial Behaviour team.

Furthermore, as the recommendation for the proposals is to refuse planning permission, it would not be necessary to refer to the management / storage of refuse. However, if an application was successful, officers are satisfied that it would be possible to mitigate the impact of this through the allocation of space within the site or its outbuildings to accommodate refuse bins.

Application Negotiated Either at Pre-Application or During Process of Application

None.

Financial Implications

The proposals would offer benefits to economic and social sustainability through spend by new residents and there would be a residential property that would be subject to council tax payments.

Legal Implications

None.

Equality Implications

None.

Conclusion

The proposals would have the potential to cause harm to the amenities that the occupants of the adjacent properties at Nos. 237 Monks Road and 1 Coleby Street; as well as upon the occupants of the existing HMOs, particularly as there would be a large number of independent adults in the HMOs and separate household in the proposed accommodation. Furthermore, the harm caused by alterations to create parking within the curtilage of the property would be harmful to the character of the area. All these factors add weight to the conclusion that the proposals would not accord with the relevant planning policies.

Application Determined within Target Date

Yes.

Recommendation

That the application is refused for the following reasons:-

Refusal Reasons:

The proposals, together with the existing HMO within the application building and at Nos. 233 and 239 Monks Road, would exacerbate the amenity concerns of noise and disturbance associated with those multiple occupancy properties which would have a detrimental effect on the living conditions of local residents, particularly the occupants of Nos. 237 Monks Road and 1 Coleby Street; as well as upon the occupants of the existing HMOs at Nos. 233 and 235 Monks Road. The resultant private amenity spaces available for the proposed property and the HMOs would also be of such a small scale that they would not offer any relief to these impacts. Moreover, the reduction in the amenity space of the properties and incorporation of further parking would be prominent when viewed from public areas and harmful to the character and appearance of the area. The proposals would therefore be in conflict with Policies LP26 and LP37 of the Central Lincolnshire Local Plan and the policy aims of the National Planning Policy Framework in respect of amenity and design.

Report by Planning Manager

Neighbour Correspondence

Mr. Robert Taylor, 237 Monks Road

With reference to the above planning application I wish to make the following comments:

1. Work is already well advanced on these proposals prior to my opportunity to comment which does not give me any confidence that any concerns I have might sensibly be addressed.
2. There is very little information with the application which might have addressed obvious concerns regarding the following.
3. How is the new ground floor bathroom at the front of the property going to be effectively ventilated outside the property?
4. How is the new shared kitchen/dining area going to be effectively ventilated to the outside of the property such that this new kitchen area does not result in cooking smells permeating into our property?
5. There is no new first floor plan although there are ongoing works in converting most, if not all, of these first floor rooms to have en-suite bathrooms. Again what is being provided in the way of effective external ventilation to these rooms? Why have these works not been included in this application or why is this not addressed when a new HMO licence is granted?
6. The new rear access concerns me in that this is very close to our rear patio area which for example, if the students use this as a communal area for smoking, will seriously impact on the amenity of our property. Conditions need to be imposed on this new access/egress such that nuisance to us does not arise.
7. I note that there is no proposal to revise the arrangements to existing bin storage/collection. As there will now be at least one new occupant in the new ground floor flat this cannot be acceptable. The flat has no direct access to the front of the property therefore new recycling and general waste bins must be provided and located in the rear yard accessible onto Coleby Street. In addition as the ground floor accommodation is being changed such that the only communal area is to the rear of the ground floor with a new rear access all waste storage should be moved to the rear of the property and located in a secure area away from my property to avoid nuisance arising from waste smells and vermin. The existing storage of bins so close to the front wall onto Monks Road encourages fly tipping and misuse of bins as these can easily be accessed from the footpath. I attach a photograph taken on 3rd August last year illustrating this point.
8. I note that there is no specific information regarding the parking of vehicles within the property's boundary. As there will be at least one further occupant in the new flat there is the potential for 6 vehicles trying to park on the already congested Coleby Street etc. There needs to be a requirement that adequate parking is part of this application. The developments on Monks Road are becoming ever more problematic regarding car parking. The other adjacent property to mine, 239 Monks Road, has been converted to 6 separate en-suite rooms, each occupant may have a car, therefore, with this proposal there could be 12 vehicles requiring parking

spaces. As there is no daytime parking on Monks Road in this area the situation is becoming intolerable and must be addressed.

9. There should be limitations on the on-site storage of waste arising from the works such that it is cleared frequently to avoid nuisance from dust affecting our property and so as not to attract fly tipping. Additionally there should be limits on the hours of work on this project as the work has already been very disruptive to us, particularly to my wife who is working on the final year of her Doctoral research. Controls on noise and nuisance should be imposed on these works.
10. The adjoining (party) wall between our property and 235 Monks Road is a solid one brick (225mm) thick wall. We have had serious nuisance from noisy occupants of this property in the past such that we have lined our side of the party wall with acoustic plasterboard. There should be a condition that this is included when these works are carried out to improve the sound insulation between adjacent properties.
11. Whenever works of this nature are put forward for planning consent it would be useful if the Council included a suggestion to the developers to use the provision of the Party Wall Act to advise us of the works. I recognise that this is not the Council's area of responsibility, however, it appears that these developers need advice on courtesy. The impact on us from these proposals has been highly stressful. If we had been consulted, either by using the Party Wall act or simply by entering into discussion with us prior to starting work we could have been saved some of this stress.
12. There is a proposal in the application for '2 x security lights with motion sensors'. In fact a highly unsuitable bright neon non-directional light has been fitted which shines into 3 of our rooms which is very distracting both during daylight and at night. This significantly impacts on the amenity of our property and must be addressed.

In conclusion until I receive satisfactory responses to the above I have to state that I object to the proposals in this application.

Consultee Comments

Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority)

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development is acceptable. Accordingly, Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) does not wish to object to this planning application.

Lincolnshire Police – Force Crime Prevention Design Advisor

Thank you for your correspondence and opportunity to comment on the proposed development. I would request that you consider the following points that if adhered to would help reduce the opportunity for crime and increase the safety and sustainability of the development.

Historically HMOs can become vulnerable to crime and anti-social behaviour therefore it is important that the best security arrangements and provision are planned for such premises.

Lincolnshire Police has no formal objections to the planning application in principle but would recommend that the initial advisory recommendations are implemented.

The new regulations in respect of approved windows and doors may apply to this development and presume that compliance will be ensured by way of Building Regulations.

External doors and windows

Building Regulations (October 1st 2015) provides that for the first time all new homes will be included within Approved Document Q: Security – Dwellings (ADQ).

Approved document Q applies to all new dwellings including those resulting from **change of use**, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas.

This will include doors at the entrance to dwellings, including all doors to flats or apartments, communal doors to multi-occupancy developments and garage doors where there is a direct access to the premises. Where bespoke timber doors are proposed, there is a technical specification in Appendix B of the document that must be met.

Windows: in respect of ground floor, basement and other easily accessible locations.

The secured by design requirement for all dwelling external doors is PAS 24:2016 (doors of an enhanced Security) or WCL 1 (WCL 1 is the reference number for PAS 23/24 and is published by Warrington Certification Laboratories).

All ground floor windows and doors and those that are easily accessible from the ground must conform to improved security standard PAS24:2016 or equivalent approved standard.

Individual Flat or Unit Doors.

Door-sets providing access to the individual bedrooms shall be of robust construction and fire rated (FD30 or higher), and installed with a lock certificated to BS 8621 or PAS 8621, and will be fitted with a minimum of two hinge bolts or hinges with a similar integral facility to ensure protection in the event of a hinge failure under following a criminal attack, and installed with a securely fixed, robust planted stop, OR Shall meet the same physical specification as 'front door' (paragraphs 21, excluding any requirements for postal delivery).

Lighting

Lighting should be designed to cover the external doors and be controlled by *photoelectric cell* (dusk to dawn) with a manual override. The use of low consumption lamps with an efficacy of greater than 40 lumens per circuit watt is required; it is recommended that they be positioned to prevent possible attack.

Bin Storage

Internal communal bin and bicycle stores within blocks of flats must have no windows and be fitted with a secure door set that meets the same physical specification as 'front door' and specifically Section 2, paragraphs 21.1 to 21.6 and 21.8 to 21.13.

This will ensure that such stores are only accessible to residents. The locking system must be operable from the inner face by use of a thumb turn to ensure that residents are not accidentally locked in by another person. A bicycle store must also be provided with stands with secure anchor points or secure cycle stands.

External bins stores and home composting containers (supplied to meet 'Code for Sustainable Homes' 'Was 3') should be sited in such a way that they cannot be used as a climbing aid to commit crime.

Intruder Alarm

Where an intruder alarm is installed it should be complaint and meet the standards of BSEN 50131. It is recommended that any alarms system is provided and installed by a police approved company registered with the National Security Inspectorate (NSI) or the Security Systems & Alarms Inspection Board (SSAIB). It is also important that residents are clearly instructed in its use.

Utilities

In order to reduce the opportunities for theft by 'bogus officials' the utility meters should, where possible, be located to the outside of the dwelling at a point where they can be overlooked. This will negate the need for an official to enter the building in order to read a meter, which will in turn reduce the opportunity for distraction burglary. Where possible utility meters in multi occupancy developments should be located on the ground floor between access controlled doors (air lock system) so that access can be restricted to the meters

Note 33.1: Where a utility provider refuses to provide external meters, and there is an

obvious (historic) risk of distraction burglary within the location, the developer should consider an alternative supplier.

Landscaping

Landscaping should not impede the opportunity for natural surveillance and must avoid the creation of areas of concealment. Any landscaping should be kept to a maximum growth height of 1 metre. Whilst any tree should be pruned to a minimum height of 2 metres, thereby maintaining a clear field of vision around the development. Trees when fully grown should not mask any lighting columns or become climbing aids.

Please do not hesitate to contact me should you need further information or clarification. Please refer to *New Homes 2016* which can be located on www.securedbydesign.com New Homes 2016 36.1 this includes details of the criteria for bespoke window fittings that may apply to this development.

Crime prevention advice is given free without the intention of creating a contract. Neither the Home Office nor the Police Service takes any legal responsibility for the advice given. However, if the advice is implemented it will reduce the opportunity for crimes to be committed.

Site Photographs



Front section of the western elevation of No. 233 Monks Road, facing Coleby Street.



Officer photo of rear section of western elevation of No. 233 Monks Road, facing Coleby Street, encompassing the altered rear yard to Nos. 233 and 235 Monks Road. The outbuildings to the right form the southern boundary of both properties to No. 1 Coleby Street.



Applicant Photo taken before works commenced to rear yard.



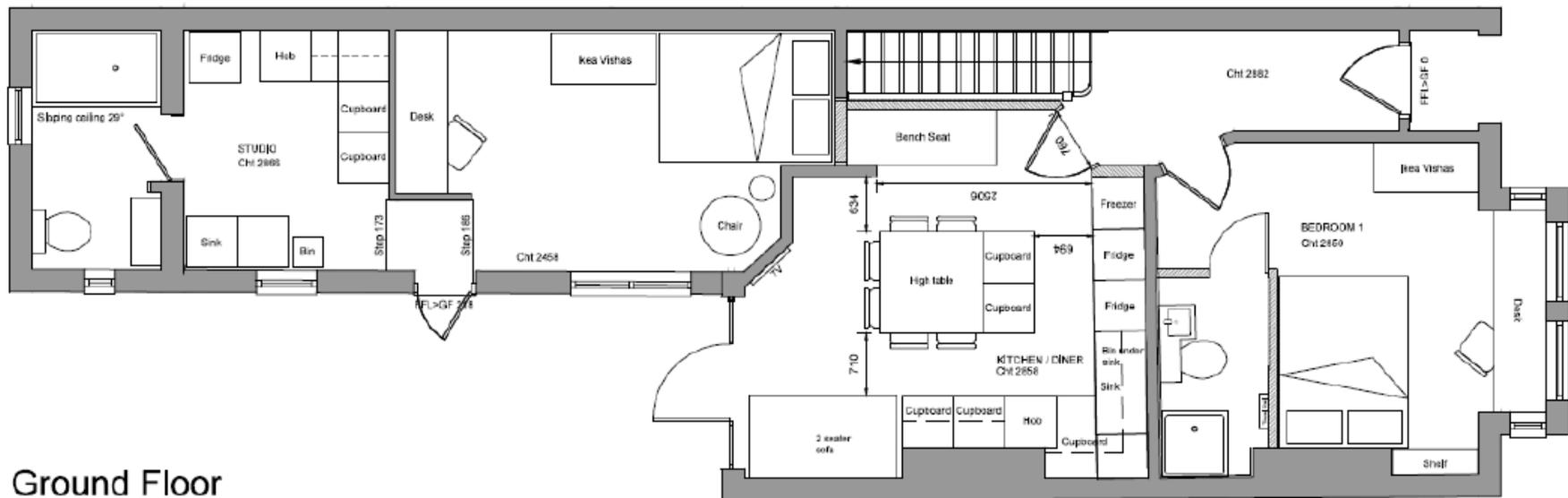
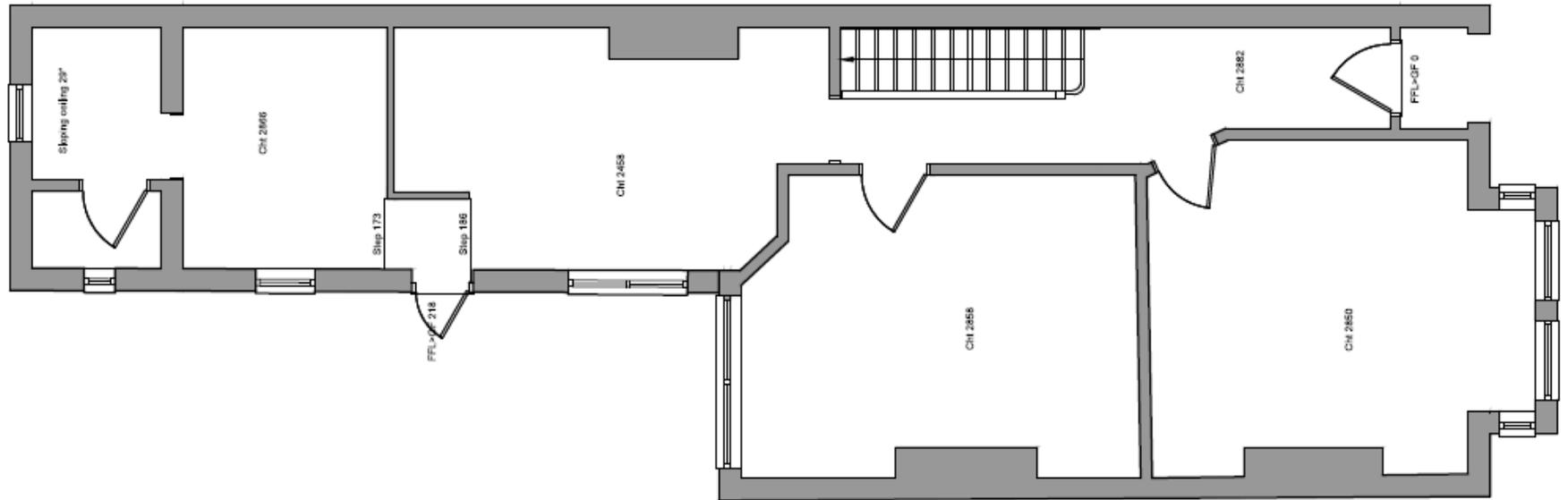
Applicant Photo taken looking down into yard before works commenced to rear yard



Left: Officer Photo of view south within the yard area, proposed to serve the HMO and flat at No. 235 Monks Road, towards No. 1 Coleby Street. The new fence is positioned to the right of the image.

Right: Officer Photo of view along western elevation of rear projection (which would incorporate the proposed flat); the doors into the HMO are shown boarded over.

Plans – Existing and Proposed Ground Floor



Ground Floor
OPTION 2