

Application Number:	2018/1218/FUL
Site Address:	301 - 303 Monks Road, Lincoln, Lincolnshire
Target Date:	5th December 2018
Agent Name:	None
Applicant Name:	Graham Smith
Proposal:	Conversion of basement, part ground floor and first floor to accommodate 6no. self-contained apartments associated external works including enlargement of roof, alterations to shopfront and installation of new windows/doors

Background - Site Location and Description

The application property is a two storey end of terrace located on the corner of Monks Road and Hartley Street.

The premises is currently a shop at ground floor with a basement and loft space. The proposal involves internal alterations to the premises to create 6 flats within the basement, ground floor and existing loft area. A roof extension to the rear is proposed which would bring the existing gable in line with the rear wall. Part of the existing ground floor shop would be used to create a flat whilst the remaining shop unit currently occupied by Monks Food City Shop would be retained.

To the west of the property is No. 299 Monks Road a two storey residential property attached to the application property whilst, No. 2 Hartley Street is located to the South which is separated by a passage leading the rear yard of the application property.

Objections have been received from local residents with the main planning raised as: lack of parking, too many multi lets already in the area, litter, access and egress for construction traffic and drainage.

Site History

Reference:	Description	Status	Decision Date:
2010/0521/F	Installation of new shop front.	Refused	2nd September 2010

Case Officer Site Visit

Undertaken on 23rd November 2018.

Policies Referred to

- Policy LP3 Level and Distribution of Growth
- Policy LP26 Design and Amenity
- Policy LP37 Sub-division and multi-occupation of dwellings within Lincoln 86
- Policy LP13 Accessibility and Transport

Issues

- The Principle of the Use
- Impact of Residential Amenity

- Impact on Visual Amenity
- Parking and Highway Safety

Consultations

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

Statutory Consultation Responses

Consultee	Comment
Lincolnshire Police	Comments Received
Highways & Planning	Comments Received

Public Consultation Responses

Name	Address
JEP	6 Hartley Street Lincoln Lincolnshire LN2 5NW
Mr Simon Stones	9 Hartley Street Lincoln Lincolnshire LN2 5NW
Mrs Pauline Darley	2 Hartley Street Lincoln Lincolnshire LN2 5NW
Mr David Stones	198 Monks Road Lincoln Lincolnshire LN2 5PW
Miss Ruth Swift	1 Hartley Street Lincoln Lincolnshire LN2 5NW

Consideration

The Principle of the Use

In terms of the principle of the proposal, The Central Lincolnshire Local Plan sets out the

strategic aim is to facilitate the delivery of 36,960 dwellings. Meanwhile, Policy LP3 sets out how growth would be prioritised with Lincoln being the main focus for urban regeneration. Furthermore, the NPPF states that planning decisions should “support opportunities to use the airspace above existing residential and commercial premises for new homes.”

Policy LP26 'Design and Amenity' is permissive of alterations to existing buildings provided the siting, height, scale, massing and form relate well to the site and surroundings, and duly reflect or improve on the original architectural style of the local surroundings; and use appropriate high quality materials, which reinforce or enhance local distinctiveness, with consideration given to texture, colour, pattern and durability. In relation to both construction and life of the development, the amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy must not be unduly harmed by or as a result of development.

Policy LP37, which deals with the subdivision of properties states 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.

The property is located in a predominately residential area and therefore the use of space within the premises would be acceptable in principle subject to the other matters as discussed below.

Impact of Residential Amenity

The conversion would create 2, two bedroom flats and four, 1 bedroom flats over the basement, ground and first floors of the property. Flat 1 of the ground floor and flat 2 on the first floor would be adjacent to the party wall with No. 299 Monks Road. It appears that this neighbouring property has been converted into flats although in any case, given the previous use of the application site as a shop, I do not consider the conversion to flats would harm the residential amenities of the neighbouring property in terms of noise and disturbance. With regard to the amenities of the future occupants of the flats, the property has a large footprint and I consider that the building could be successfully divided into flats over the 3 floors with a good level of amenity for its occupants. Furthermore, there is space for bin storage within the rear yard of the property as well as storage of bicycles.

In terms of the physical alterations, the proposal involves new velux windows within the roof space, an additional window and door on the side elevation into the rear yard of the application site and a new window at first floor level in the rear elevation. Furthermore, part of the gable roof on the rear elevation of the building would be extended to be in line with the existing rear elevation, approximately 3 metres. The extension would not project

beyond the rear elevation of the neighbouring property, No. 299, and I therefore do not consider the extension would be unduly overbearing or overshadowing to this neighbouring property, nor I am concerned that any of the additional windows would cause an issue of loss of privacy.

The Council's Environmental Officer has raised no objections to use itself although given the proximity to neighbouring properties a condition has been suggested which limits the working hours during the construction phase as well as the hours that deliveries in relation to the construction can be undertaken. Subject to these conditions, it is considered that the proposal is acceptable in terms of impact on residential amenity in accordance with Policies LP26 and LP37 of the Central Lincolnshire Local Plan.

Impact on Visual Amenity

The physical alterations to the building are limited to new velux windows with the roof slope, a new door and window at ground floor to the rear and a first floor rear window to the rear. All of these are considered acceptable and are minor alterations to the building. The applicant originally proposed to remove the existing front windows within part of the premises and replace with UPVC inserts, however, following conversations with the applicant he has agreed to either replace these in like for like timber or to use secondary glazing in order to preserve the external appearance of the premises. With regard to the rear extension, there would be limited views of this extension due to its position, although in any case it would be construction of reclaimed red brick with a slate roof to match the materials of the original property. It is therefore considered that visual amenity would be preserved in accordance with Policy LP26 of the Central Lincolnshire Local Plan.

Parking and Highway Safety

Policy LP37 states that adequate provision should be made for 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.

Policy LP13 of the Local Plan also 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."

The application site is not located within a Residential Parking Permit Zone so residents of Hartley Street park on either side of the street although spaces are limited and a number of objections have been received with concerns regarding lack of parking. There are no onsite parking provisions although this is the case for the majority of the properties along Monks Road and the side streets to Monks Road. The property is situated on a bus route, this may not necessarily be convenient for all users so incorporating storage for cycles would be important and there is space for this within the rear yard of the application site. The application property has good links to public transport (No. 4 bus every 30 minutes along Monks Road) and access to the convenience store located on the application site further reduces the need for travel by car. Furthermore, the Highway Authority have raised no objections to the proposal and on this basis it would be difficult to resist the application due to lack of parking provision. It is not considered the development would cause severe transport implications and is therefore in accordance with LP13 and LP37 of the Central Lincolnshire Local Plan.

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

Yes - during the application.

Financial Implications

None.

Legal Implications

None.

Equality Implications

None.

Conclusion

The proposal would not be harmful to general amenities of the area in respect of highway safety / access, and residential or visual amenities. The proposals would therefore accord with the relevant planning policies.

Application Determined within Target Date

Yes.

Recommendation

That the application is granted with the conditions set out below:

- Time limit of development
- Development in accordance with approved plans
- The windows in the front elevation shall not be altered
- Construction and delivery hours restricted to 8.00 to 18.00 Monday to Friday and 8:00 to 13:00 on Saturdays