

<b>Application Number:</b>	2019/0961/FUL
<b>Site Address:</b>	128-130 Carholme Road, Lincoln, Lincolnshire
<b>Target Date:</b>	4th March 2020
<b>Agent Name:</b>	JMF Chartered Architects
<b>Applicant Name:</b>	Mr Gelder
<b>Proposal:</b>	Erection of a three storey building to accommodate 15 apartments with parking and associated landscaping (Revised Plans).

### **Background - Site Location and Description**

The application is for the erection of a three storey building to accommodate 15 apartments with parking and associated landscaping. The proposal would be on land previously occupied by the commercial building trading as Jack Machin Motorcycles at 128-130 Carholme Road which has since been demolished. The site is situated on the southern side of the road on the corner with Derwent Street.

Outline permission has previously been approved on the site (2017/0236/OUT) for 14 apartments. Which set out the acceptability of the principal of development on this site along with some outline development parameters.

### **Site History**

2019/0620/PAD – Prior Approval for the demolition of the motorcycle store on the site.

2017/0236/OUT - Erection of a building to accommodate 14 self-contained apartments with 14 associated parking spaces (Outline including details of access to be considered)

### **Case Officer Site Visit**

Undertaken on various dates prior to the submission of the application. No site visit has been carried out since the Covid 19 limits have been put in place.

### **Policies Referred to**

- National Planning Policy Framework
- Central Lincolnshire local Plan Policy LP26 – Design and Amenity

### **Issues**

- Principle of the development
- Visual amenity and proposed design
- Residential amenity
- Technical matters
  - Flood Risk
  - Land contamination
  - S106

### **Consultations**

Consultations were carried out in accordance with the Statement of Community

Involvement, adopted May 2014.

### **Statutory Consultation Responses**

Consultee	Comment
Councillor Lucinda Preston	Comments Received
Lincolnshire Police	Comments Received
Lincoln Civic Trust	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received
Anglian Water	Comments Received
Upper Witham, Witham First District & Witham Third District	Comments Received
Environment Agency	Comments Received
Highways & Planning	Comments Received
West End Residents Association	No Response Received

### **Public Consultation Responses**

Name	Address
Mr Christopher Gresham	32 Derwent Street Lincoln Lincolnshire LN1 1SL
Dr Apostolos Papadopoulos	14 Roman Wharf Lincoln Lincolnshire LN1 1SR
Ms Rebecca Warrington	Carholme Road Lincoln LN1 1SP

Mrs H Cann	Derwent Street Lincoln LN1 1SL
John And Lynn Houtby	2A Derwent Street Lincoln Lincolnshire LN1 1SL

## **Consideration**

### **The Principle of the development**

The application site lies within the Carholme Road Character Area. Policy LP26 of the Plan 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. This policy is supported by Policy LP5 which also refers to the impact on the character and appearance of the area.

The application site is located within an area of Carholme Road that is essentially residential in character and has more of a suburban feel with semi-detached houses set back from the back edge of the pavement, on the Carholme Road frontage. To the rear along the side streets the character is more of a uniform terraced nature.

At the point of determining the Outline application, officers were satisfied that the site could ultimately be developed for housing in a manner that would be appropriate in the context of the established form of development.

### **Visual Amenity and Proposed Design**

The proposed development has been significantly redesigned from the original submission. This was due to officer feedback as well as comments received through the consultation process.

The proposed design is characterised by a number of projecting bay features. These would be articulated in render against a proposed traditional red brick for the remainder of the builder. Bay windows are a key characteristic found in the Carholme Road character area and the proposed development using this with a modern interpretation. The original design for this site used a buff brick. It was considered that a buff brick would look too commercial and that a red brick is much more characteristic of residential properties in this area. The final brick can be secured by condition but the Planning Authority are comfortable that a good quality brick can be secured.

The projecting bays and the recessed stairwells break up the mass of the elevation fronting Carholme Road and allows the building to read as a series of properties rather than a mass of windows. This design approach is continued along the Derwent Street elevation.

The proposals would measure 9metres to the top of the projecting bays and 8.5metres to the roofline of the building. Whilst this is taller than the adjacent buildings on Carholme

Road, when read in the context of the whole street the height does not stand out or feel uncomfortable in design terms, however the impact of the height on residential amenity would need to be assessed.

### Residential Amenity

Policy LP26 of the Plan deals with design and amenity. 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.

A number of objections have been received from local residents with regards the impact of the proposed development on local residents. Some of these are technical matters which are addressed elsewhere in this report, however a number of the objections relate to the impact the development could have on the amenity currently enjoyed by neighbours of nearby properties.

The occupants of 2a Derwent Street have raised the issue of the proposed height of the building and the impact this would have in terms of overlooking into their property. 2a Derwent Street is located on the west side of the street opposite the proposed development. The southern part of the proposed development has the vehicular access at ground floor and 2 storeys of apartments above. The layout of the proposal has bedrooms looking out to Derwent Street. Therefore the bedroom to bedroom, across the street, is fairly typical of a residential street and it is not considered that this would create an incompatible relationship. The proposed development will be higher than the traditional properties in the area, however this in itself does not necessarily cause harm to existing residents.

Letters have been received citing the impact on 14 Roman Wharf. This property is located to the east of the development site on the next street. Whilst the proposed development is higher than the adjacent properties on Carholme Road and Roman Wharf, it is of sufficient distance that the additional height would have limited impact on light to the next street. There is also sufficient distance that there would be no overlooking from the proposed development.

The loss of a commercial property has been raised as an issue with the proposed scheme. In planning terms the loss of the commercial property has already been approved through the principal of development through the outline permission and the permission to demolish the commercial property. The development of residential accommodation in a residential area is also recognised as being acceptable in planning terms.

Due to the close proximity to neighbours, there is potential for problems due to noise from the construction phase of the development, particularly during the noise sensitive hours. Therefore if permission is granted a condition should be included to restrict the hours of development between the hours of 08:00 to 18:00 Monday to Friday (inclusive) and 08:00 to 13:00 on Saturdays. However the development in itself would not result in an adverse impact on noise as referenced in one of the objections. The use is residential and there is no reason that this would create any more noise than the previous commercial development in this location.

### Highways

The proposal includes 15 car parking spaces which are accessed via Derwent Street and an access to the southern corner of the site. The proposal also includes for secure cycle parking spaces.

Whilst it is acknowledged that the proposed development, when considered in isolation, is unlikely to have any significant impact on air quality, the numerous minor and medium scale developments within the city will have a significant cumulative impact if reasonable mitigation measures are not adopted. Paragraph 110 of the NPPF states “....applications for development....should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations” Therefore it is recommended that the applicant be required to incorporate appropriate electric vehicle recharge points into the development in line with the recommendations of paragraph 110 of the NPPF. This could be secured by condition.

A number of objections have been received from neighbours which cite highways safety issues with the scheme. The Highways Authority have been consulted on the application and have raised no objections to the proposed scheme. There have been no adverse comments with regards to highway safety or highway capacity. They have asked for a series of conditions which can be used to secure the technical works proposed.

There are no reasons to refuse the application on highway safety grounds.

#### Flood Risk and Surface Water Drainage

The finished floor levels for the proposed development will be set at 5.8metres AOD with the existing site levels ranging between 5.28m AOD and 5.44m AOD. The Environment Agency have considered these levels alongside their own hazard mapping and consider the application, along with the proposed flood risk mitigation to be acceptable. These mitigation measures could be secured by condition.

#### S106

In accordance with Policy LP11 of the Local Plan, 25% affordable housing will be sought on the development. The application will also be liable for a Local Green Infrastructure, Health and Education contributions if requested.

As the development is situated within the Carholme Ward the applicants are required to enter into an agreement that none of the apartments will be occupied by students. The applicants have agreed to this request.

The S106 will need to be signed before a decision can be issued on the application. This legal process is currently ongoing.

#### Land Contamination

Due to past uses on and in the vicinity of the site there is the potential for significant contamination to be present. It is recommended that any permission includes a number of conditions to secure a contaminated land risk assessment along with any required remediation.

#### Conclusion

The proposed application has been assessed against policies set out in the Central Lincolnshire Local Plan as well as the overarching themes of the National Planning Policy Framework. The scheme has undergone a number of design changes since its original submission and officers are now satisfied that the proposals reflect the character of the area with a modern interpretation. The impacts on neighbours have been assessed and there no adverse impacts on the amenity currently enjoyed by residents. Technical matters have been addressed and can be secured by condition or through the signing of the S106 agreement.

### **Application Determined within Target Date**

Yes – with an extension of time agreed.

### **Recommendation**

That the application is Granted Conditionally subject to the signing of the S106 agreement.

### **Conditions**

- Construction hours
- Contaminated land
- Highways
- External lighting
- Electric charging points
- Samples of all materials
- Plans
- Construction to commence within 3 years
- Finished floor levels
- Surface water drainage

All relevant drawings are attached to your report but the full set of drawings and representations are available to view on the website. We would encourage you to visit the website for the fullest picture of the detail available with the application.

<https://development.lincoln.gov.uk/online-applications/applicationDetails.do?keyVal=Q1QN8PJFM4K00&activeTab=summary>