

## **H13-0524-24- S73 application to vary condition 2- approved plans and condition 5 timing of parking layout submission.**

**Planning permission was granted in 2024 for the change of use of No29 Pipwell Gate, Moulton Seas End from a residential dwelling (C3 use) to a children's home (C2 use).**

This application is made under S73 of the Act and seeks to vary 2 of the conditions imposed on the permission.

- C2 approved plans -to enable internal alterations and consequential changes to other plans.
- C5 timing of submission of parking plan- although a revised parking plan is included in this submission pursuant to C2- so the variation may not be necessary.

### **Condition 2 sets out the plans approved in the previous permission.**

2 The development hereby permitted shall be carried out in accordance with the following approved plans and/or documents:

Application Form

575SD01 Rev A

575SD02

575SD03

575SK02 Rev A

Flood Risk Assessment by Ellingham Consulting Ltd reference ECL1291/3D Planning dated June 2024

Biodiversity Net Gain Exemption Statement

Planning Design and Access Statement on behalf of Florinee Homes by 3D Planning

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

This application seeks to vary the proposed floorplan-575SK02, include proposed elevations and revise the site layout plan to enable the conversion of the front garage to a manager's office/ meeting room and the conversion of the integral rear garage to a games room and corridor to facilitate access from the carer's night accommodation to the main dwelling without needing to go outside.

The following text is provided by Florinee Homes and explains the background to the changes proposed.

*After some consideration, Florinee Homes Ltd would like to revise the elevations and update the site layout plan to allow the conversion of the front garage into a manager's office/meeting room to create more workspace and storage for vital files and a private area to have important discussions with the young people in our care when required.*

*We would also like to transform the rear integral garage into a separate games room for our young people which would also involve adjusting the layout to create an internal corridor providing access from the carer's night accommodation to the main dwelling, eliminating the need to go outside. This change of layout would provide more internal enrichment for our young people alongside safe and comfortable movement for our staff between the annex area and the main building.*

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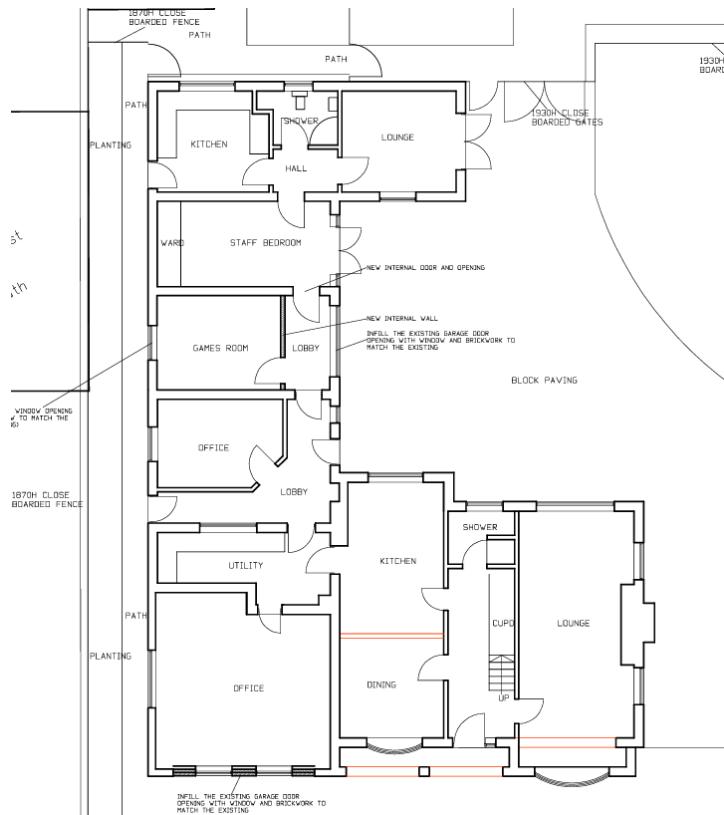
*None of the requested changes involve a change in the previous accepted conditions for the maximum number of young people in placement, or the number of staff in the premises.*

In converting the garage - one parking space displaced from garage (as shown on the approved plan) but this is relocated as shown on proposed parking plan and is preferable as all parking spaces are now accessible independently and users can access the site turn round and exit in a forward gear.

It is reiterated that the need to more than 6 parking spaces will be exceptional and as such there is adequate operational parking to normal usage.

Cycle parking is also displaced from front garage to an existing shed to rear of the property- see layout plan.

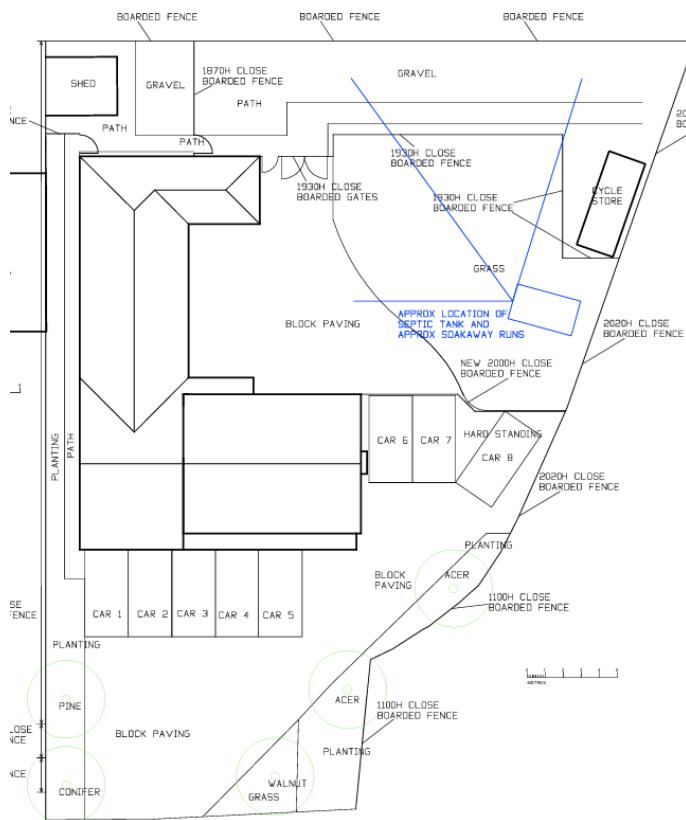
Changes to floorplan are as shown on 575SK02 rev C.



### Block plan

Changes to site layout and new parking layout Proposed block plan and parking/ cycle parking plan 575SK03 rev C.

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This shows the 8 independently accessible parking spaces with manoeuvring space as requested in relation to the previous permission.

### Elevational changes

The external changes are limited to bricking up the garage door and insertion of windows to create an office, the bricking up of the garage door on the small integral garage and insertion of a window, the insertion of a window on the western elevation to get light to the games room. See plan 575SK04.

None of the changes impact on the number of children to be accommodated (this is controlled by condition 3 of the permission) and is limited to 4.

Nor does it impact on the number of staff that will be working on site- which will remain as set out in the previous permission.

### Changes requested to C2.

- Replace 575SK02 Rev A with 575SK02 rev C.
- Replace 575SK03 with 575SK03 rev C.
- Add 575SK04 to approved plans.
- All approved documents in C2 to remain as previously approved.

### Condition 5- timing of parking plan.

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5 A car parking management plan, demonstrating how staff and visitors can enter and exit the front parking area in a forward gear without reversing onto the highway shall be submitted to and approved by the Local Planning Authority within 3 months of the date of this decision. The approved details shall be maintained thereafter for the duration of the use.

Reason: To prevent overspill parking on the adjoining public highway.

This Condition is imposed in accordance with Policies 2, 3, 30 and 36 of the South East Lincolnshire Local Plan, 2019.

It is noted that this condition imposed a time limit from the date of the permission- rather than pre-commencement- which is unusual when an application is not retrospective. Given that development has not yet commenced the permission is not triggered it is requested that this be changed to a pre commencement of use condition.

It is noted that the condition does not specify a number of parking spaces to be achieved, however reference to the previous permission seems to suggest that 8 was the figure that the SHDC and County highways was after.

A new site layout with 8 parking spaces shown is submitted with revised plans pursuant to C2, however if the council is adamant that this needs to be considered under C5 we would request that C5 is changed to a compliance condition.

***Prior to commencement of the care home use, the parking layout as shown on plan 575SK03 rev C shall be implemented in full and made available for use thereafter.***

***R ; to ensure adequate parking is available for staff working at and visiting the care home.***

### **Conclusion**

It is considered that the changes proposed do not materially alter the principle of the development, nor do they impact on residential amenity of the building

The parking layout provides more than adequate parking for operational needs and each space is accessible independently and has the ability to turn around and leave the site in forward gear as required by C5.

It is therefore requested that the changes to C2 and C5 as set out above be approved under S73 of the Act.

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