

Agenda Item	Committee Date	Application Number
A10	3 April 2017	17/00022/FUL
Application Site Land Bounded By Chatsworth Road, Albert Road, Balmoral Road And Regent Road Morecambe Lancashire	Proposal Refurbishment and conversion of nos. 38, 42, 50, 54 and 56 Chatsworth Road, nos. 76 and 82, 84 and 86 Regent Road, nos. 51 to 57, 61, 67 and 69 Balmoral Road and nos. 77 to 87 (odds only) and 91 Albert Road comprising selective demolition, selective reconfiguration of internal floor spaces, selective elevational alterations including installation of rear balconies, and selective changes of use from houses in multiple occupation (C4), hotel/guesthouses (C1) and retail unit (A1) to provide 1 letting office (A2) and 45 residential houses, apartments and maisonettes (C3) with associated landscaping and installation of gates	
Name of Applicant Mr David Lynch	Name of Agent -	
Decision Target Date 20 April 2017	Reason For Delay None	
Case Officer	Ms Charlotte Seward	
Departure	No	
Summary of Recommendation	Approval	

1.0 The Site and its Surroundings

- 1.1 The application site is bordered by Chatsworth Road to the north-west, Albert Road to the north-east, Balmoral Road to the south-east and Regent Road to the south-west. This street block forms part of the grid-pattern that characterises this area of Morecambe's West End.
- 1.2 The residential properties are terraced and characteristic of the 1920s seaside Victorian housing. The residential units are large houses and many have been subsequently subdivided into Houses in Multiple Occupation (HMO), Flats or Bed and Breakfast Accommodation.
- 1.3 Rear alleyways provide access to the rear of the properties which are dominated by the large outriggers and backyards enclosed by high walling and fencing. Many of the properties are vacant and in poor condition. The rear alley ways are often littered and can be prone to anti-social behaviour.
- 1.4 The existing site consists of 59 residential units comprising a mix of HMO units, flats, houses and two guest houses.

2.0 The Proposal

- 2.1 The proposed development seeks to reconfigure and refurbish the properties to deliver high quality housing for private rental which meets a need for family homes within the Morecambe area and delivers an improved streetscape. This proposal is Phase 1 of the Place First West One

Development. Phase 1 to re-develop the Westminster-Albert-Chatsworth-Regent Road block was completed following planning permission 13/01237/FUL granted in March 2014. Phase 2 has been considered to be success in improving the streetscape and providing popular rental housing accommodation.

2.2 Internally, the existing units would be reconfigured to provide 45 homes, including:

- 21 Two Bed Apartments
- 3 Three Bed Apartments
- 6 Three Bed Duplex
- 2 Four Bed Apartments
- 4 Four Bed Duplex
- 2 Three Bed Houses
- 6 Four Bed Houses
- 1 Five Bed House

2.3 The key external changes include the selective partial or full demolition of rear outriggers and single storey extensions to reduce the size of the residential units and to provide for an increased rear external amenity area. In addition 4 properties on Balmoral Road are proposed to have first floor rear roof garden/balconies. The rear alleyways, which are currently public highway, will be stopped up to create a private space and prevent public access through the site via locked gates. The alleyways will be resurfaced including a mixture of surfacing materials.

2.4 The roofing, stone facing, render, stone bays, windows and doors surrounds will be refurbished including cleaning, repair and replacement where appropriate. The windows, doors, rainwater goods, and fascias will be replaced and made consistent. The basement windows will be bricked up and rendered. The front boundary walls will be repaired and railings replaced. Rear boundary walls will be replaced, made a consistent height and rendered.

3.0 Site History

3.1 Planning permission was granted in March 2014 for refurbishment, conversion and reconfiguration of the Westminster-Albert-Chatsworth-Regent Road block (Ref: 13/01237/FUL – see table below). This was Phase One of the Place First West One Development, which has been acclaimed both locally and nationally as delivering quality private rental to the Morecambe housing market and delivering an improved street scene. The current application forms Phase 2.

Application Number	Proposal	Decision
13/01237/FUL	Refurbishment of 41-61 (odd numbers only) Chatsworth Road; 61-75 (odds only) Albert Road; 58-84 (evens only) Westminster Road; and 60-74 (evens only) Regent Road, comprising selective demolition (including 43A Chatsworth Road), selective reconfiguration of internal floor spaces, selective elevational improvements, selective single storey rear extensions and selective changes of use from houses in multiple occupation (C4), hotel/guesthouses (C1) and office space (B1a) to provide 51 residential houses, apartments and maisonettes with associated alterations to access arrangements, car parking and landscaping	Approval subject to conditions

4.0 Consultation Responses

4.1 The following responses have been received from statutory and non-statutory consultees:

Consultee	Response
County Highways	Comments – Further information regarding the back street highway improvement works is required. The rear alleyways are within the public highway and would

	require a stopping up order to facilitate the closure to public access. Recommend conditions, including a scheme for off-site highway improvements for the publicly-maintained footway; reinstatement of the public footway (where affected by the development); and a Construction Traffic Method Statement.
Lancashire Constabulary	No objections. Recommend a number of security measures.
Lancaster Fire & Rescue Service	Comments – Scheme should fully meet all the requirements of Building Regulations Approved Document B, Part B5 'Access and facilities for the Fire Service'.
Lancashire Archaeological Advisory Service	Comments – Welcomes the development as opposed to demolition and rebuild. 54 Chatsworth Road is of interest and was considered for Listing status in 2008 by English Heritage (not granted). The Listing Visit Report confirms the existence of significant internal features. LAAS advise that a detailed refurbishment schedule of Number 54 should be obtained, and also perhaps a photographic record.
Property Services (City Council)	Supported – The City Council owns the freehold interest in all the properties and land in question. From an estate management perspective the application for redevelopment is supported (as is the transfer of properties to PlaceFirst).
Housing Strategy Team (City Council)	Supported – Notes the success of Phase One providing significant regeneration benefits to West End of Morecambe and helping to diversify and provide quality within the local housing offer. The proposed mix of properties will provide a good range of high quality housing which will help to address current housing market imbalances and build on the regeneration of the area. Schemes in this location are not required to contribute to affordable housing.
Regeneration (City Council)	Supported – The proposal will address poor condition properties through a facelift. The problematic back streets will be transformed in security and amenity through the stopping up as seen in Phase One.
Conservation Officer (City Council)	Comments – The proposed refurbishments to the principal elevations would upgrade the properties and return lost features which will retain character and links with the past. In view of the history of 54 Chatsworth Road it is requested that original features still present be retained as part of the refurbishment.
Tree Officer (City Council)	No objection in principle , subject to conditions for a scheme for tree planting, tree works schedule and a tree protection plan.
Natural England	No comment
LLFA	No comment

5.0 Neighbour Representations

5.1 At the time of compiling this report there had been no comments received in response to the neighbour consultation.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

- Paragraph 12 and 14 – Presumption in favour of Sustainable Development
- Paragraph 17 – Core Principles
- Section 4 (paragraphs 29 – 41) – Promoting sustainable transport
- Paragraph 51: Empty Housing
- Paragraphs 56, 58, 61, 64 – Good Design
- Paragraph 69 – Promoting healthy communities
- Para – 203 and 206 – Use of planning conditions

6.2 At the 14 December 2016 meeting of its' Full Council, the local authority resolved to undertake public consultation on:

- (i) The Strategic Policies and Land Allocations Development Plan Document (DPD); and,
- (ii) A Review of the Development Management DPD.

This enabled progress to be made on the preparation of a Local Plan for the Lancaster District. The public consultation period is from 27 January 2017 to 24 March 2017, after which (if the consultation is successful), the local authority will be in a position to make swift progress in moving towards the latter stages of: reviewing the draft documents to take account of consultation outcomes, formal

publication and submission to Government, and, then independent Examination of the Local Plan. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in 2018.

The Strategic Policies and Land Allocations DPD will replace the remaining policies of the Lancaster District Core Strategy (2008) and the residual 'saved' land allocation policies from the 2004 District Local Plan. Following the Council resolution in December 2016, it is considered that the Strategic Policies and Land Allocations DPD is a material consideration in decision-making, although with limited weight. The weight attributed to this DPD will increase as the plan's preparation progresses through the stages described above.

The Review of the Development Management DPD updates the policies that are contained within the current document, which was adopted in December 2014. As it is part of the development plan the current document is already material in terms of decision-making. Where any policies in the draft 'Review' document are different from those adopted in 2014, and those policies materially affect the consideration of the planning application, then these will be taken into account during decision-making, although again with limited weight. The weight attributed to the revised policies in the 'Review' will increase as the plan's preparation progresses through the stages described above.

6.3 Lancaster District Core Strategy (adopted July 2008)

- SC1: Sustainable Development
- SC2: Urban Concentration
- SC4: Meeting the District's Housing Requirement
- SC5: Quality in Design

6.4 Development Management Development Plan Document (DPD)

- Policy NPPF1: Presumption in Favour of Sustainable Development
- DM20: Enhancing Accessibility and Linkages
- DM22: Vehicle Parking Provision
- DM28: Development and Landscape Impact
- DM35: Key Design Principles
- DM44: Residential Conversions
- Appendix E: Flat Conversions

7.0 Comment and Analysis

7.1 The main considerations in determining this application are:

- Principle of regeneration of the properties;
- Housing Mix;
- Design and Amenity;
- Transport and Highway Matters; and
- Landscaping.

7.2. **Principle of regeneration of the properties**

7.2.1 This proposal forms the second phase of a developer-led scheme to address the cluster of empty homes and achieve the regeneration objectives in the West End of Morecambe and Morecambe in general. The success of Phase One is demonstrative of how the internal reconfiguration and external works, together with the management of the units by PlaceFirst has delivered a significant upgrade to the appearance and quality of the buildings, helping to restore the Victorian terrace buildings to their former condition, whilst also delivering housing which meets modern demands and are popular to live in.

7.2.2 As with the original properties in Phase One, the existing residential units are in poor condition and are vacant. The refurbishment and reconfiguration of the existing properties would result in an improvement to the condition of the buildings and restore the appearance and character of the streetscape to the benefit of current and prospective residents and to the surrounding area. The reduction in empty homes would have associated benefits.

7.2.3 This proposal would help to achieve the Council's Empty Homes Strategy and satisfy many of the aims within the original Morecambe West End Masterplan. In addition, although the site falls outside

of the Morecambe Area Action Plan (MAAP), the proposal would help to achieve a number of its objectives which include: providing a stronger housing market with better housing; improving the condition and assuring the quality and appearance of buildings; streets and spaces and helping to address the acute deprivation within this area by reducing number of vacant homes.

7.2.4 Clearly this proposal has the potential to deliver significant sustainability and regeneration benefits and will help to preserve and enhance local character. This together with reducing the number of vacant homes will have an overriding positive contribution to the Morecambe West End.

7.3 **Housing Mix**

7.3.1 The proposed development would see 21 buildings reconfigured to deliver 45 homes. These will consist of 26 Apartments (21 x Two Bed, 3 x Three Bed and 2 x 4 Bed), 10 Duplexes (6 x Three Bed Duplex and 4 x Four Bed) and 9 houses (2 X Three Bed, 6 X Four Bed and 1 x Five Bed).

7.3.2 The Council's Empty Homes Strategy and Housing Strategy and Action Plan 2012-2017 identifies addressing cluster of vacant houses and Houses in Multiple Occupation (HMOs) as a key regeneration priority for Morecambe West End, and for new residential development to meet housing needs of Morecambe and not exacerbate the problem of oversupply in particular dwellings. The Development Management DPD echoes this by identifying HMOs within Morecambe as having resulted in negative impacts on the character and amenity of the area.

7.3.3 The Meeting Housing Need SPD identified a need for detached predominately 4 bed plus size family homes for the Morecambe housing market area. For the social rented market need was identified for predominately 2 bed flats/maisonettes, some supported housing, semidetached and terraced. The Council's Housing Strategy Team has confirmed that the mix of properties proposed provides a good range of housing accommodating the needs of a wide breadth of demographic groups in need of private rented properties within the District including families, couples and single people.

7.3.4 In direct accordance with these strategies and plans, this proposal would see the removal of HMOs from this block and see the delivery of larger family homes and 2 bed units in a balanced mix of houses, apartment and duplexes. This would help to provide a better balance of housing units to Morecambe's West End.

7.4 **Design and Amenity**

7.4.1 The design of the scheme seeks to restore the original buildings back to their original quality and character. The external works will repair and restore the stone facing, the stone window surrounds and the roof. It would see new windows, doors, eaves and rainwater goods installed helping to smarten and bring consistency to the properties. The repairs and railings to the garden area will also help to restore the character of the front gardens to a more original style. To the rear of the properties the reduction of the rear outriggers and the removal of single storey extensions would help to provide a more open aspect between properties and to enable the provision of increased areas of external amenity and for bin storage. The rendered rear garden walls, together with the lane resurfacing, planters and landscaping proposal will help to provide more security and better visual amenity. A *Proposed Material Palette Specification* has been provided and the implementation of the scheme in accordance with these details will be required by condition.

7.4.2 Appendix E of the Development Management DPD sets out the standards for the conversion of larger properties to residential flats. This includes requirements for internal and external standards. Internal standards require the following space requirements; Lounge 11.1sqm, Main Bedroom 10.2sqm, Second Bedroom 4.7sqm, Kitchen 5.6sqm and Bathroom 3.7sqm and External amenity 9.3sqm.

7.4.3 The amended Residential Accommodation Schedule submitted provides a comparison of each proposed residential unit against the requirements of Appendix E. 40 of the proposed 45 residential units meet the required internal standards. Five of the proposed units have one room which is less than the required size and therefore does not meet internal standards;

- 56C Chatsworth Road main bedroom is -0.3m²
- 50 and 42 Chatsworth Road main bedroom is -0.9m²

- 50A and 42A Chatsworth Road bathroom is -0.1m²

- 7.4.4 The scheme would deliver improved quality of housing which meets the required standards for internal space in all but 1 room in 5 separate properties. Furthermore, where space has been compromised this has been relatively minor. Whilst the amenity of these properties will be affected by the identified space constraints, given the nature of the constraints of the existing properties and the overall benefit that the scheme will bring through the re-use of previously vacant properties, on balance the minor deviation from policy can be considered acceptable.
- 7.4.5 Appendix E requires a minimum of 9.3sqm external amenity space. There are 12 of the proposed dwellings which do not have access to external amenity space. 33 of the 45 proposed dwellings have access to external amenity area. 31 of these properties exceed the minimum required space which range from 12m² to 90m² (4 of these properties' external amenity space includes the proposed second floor balconies). Two of the dwellings have an external space of 6.5m², 2.5m² less than the requirements.
- 7.4.6 The provision of external amenity areas has been determined by the constraints of the existing building and outdoor space, together with the need to deliver a range of residential units from the internal space available. Whilst this proposal does not meet the required standards for external space on a significant number of units the proposal is providing a communal rear access which will be free from traffic and will be of improved safety. In addition the removal of the rear outriggers has created more useable rear gardens which together will make for a much improved quality of external space. In addition residents will be in walking distance of Regent Park and Morecambe Promenade.
- 7.4.7 Appendix E of the Development Management DPD requires that bin storage areas shall be provided for the occupants of all units. In exceptional circumstances provision may be made at the front of the premises subject to adequate space being available and the provision of satisfactorily designed containers.
- 7.4.8 The proposed scheme shows a strategy for bin storage. For the properties on Regent Road a communal bin storage area will be provided at the rear. For the properties on the corner of Regent Road and Chatsworth Road a communal storage area would be provided to the front of 56 Chatsworth Road which will be enclosed from view. 54 Chatsworth Road and 79-85 Albert Road will have their bin storage in the rear gardens. For the remaining properties the ground floor units will have their storage in the rear gardens with the upper floor units having space provided in the front garden area.
- 7.4.9 The scheme has sought to provide storage to the rear where possible, but due to the layout of the proposed dwellings bin storage at the front of the properties is considered to be the only available practicable option. Where the bins are proposed at the front these will be contained within the front yard which will prevent this from spilling onto the footway. As such it is considered that the proposed represents an acceptable arrangement for storage.
- 7.4.10 Following concerns in relation to the proposed refuse access routes in relation to the proposed planters, the plans have been amended to remove the planters from the scheme to ensure that there is maximum permeability of the rear alleyways.
- 7.4.11 A Proposed Lighting Plan has been provided showing the location of lighting units close to the doors on the principal elevations and adjacent to the garden access gates on the rear garden boundary walls. The proposed scheme would likely provide for an appropriate amount of light for access and security purposes. From the information provided it is not clear what the lighting units would look like and what the luminance levels would be. These details can be secured by condition.
- 7.4.12 In summary, this proposal would result in the upgrade of the appearance and quality of the buildings and provide for high quality new homes for rent which are generally compliant with the space requirements for conversions. The resulting properties will have an attractive traditional character and have an improved rear courtyard which will have more natural light, larger areas of green landscaping and will be of enhanced security. Whilst a number of properties will have no external amenity access, the proximity of houses to a park and a promenade mitigate for this lack of compliance. The scheme has been well thought out in relation to bin storage and lighting.

7.5 **Neighbour Residential Amenity**

- 7.5.1 In accordance with policy, the conversion of any property must be designed to safeguard/minimise any impacts upon neighbouring residents. Assessment needs to take into account the private dwellings that fall outside of this scheme and the relationship between the new units that are proposed.
- 7.5.2 The residential amenity of the properties in relation to each other and the dwellings in private ownership, that do not form part of this scheme, will be changed by the reduction in the scale of the outriggers and single storey extensions at the rear. This will change the outlook from some non-principle windows having the potential to increase natural light to windows and give a greater sense of openness. This together with the closing up of the rear alley ways by security gates and the landscaping proposed would lead to a more pleasant and safe rear outdoor amenity spaces.
- 7.5.3 The element of the proposal which has the potential to affect residential amenity is the introduction of balconies for the first and second floor duplexes at 55, 57, 67 and 69 Balmoral Road. The intention behind the balconies is to provide external amenity space for these 4 properties. The balconies would be 6m above the ground access from the first floor level stair well and would provide 11.84m² of outside area.
- 7.5.4 Following concern in relation to overlooking of the rear gardens and windows of the properties within the scheme and the privately owned properties, the applicant provided additional information in relation to the allocation of the ground floor rear gardens and side elevation drawings to show how the balconies relate to adjacent properties.
- 7.5.5 The introduction of privacy screens to the side elevations would help to reduce sideways views into adjacent property windows. Forward views from the balconies would still be possible towards neighbouring property gardens and windows, but it is considered that these would not be of a level which would result in harm to the privacy of properties within the scheme or those that are privately owned. Additionally, the scheme has been amended to flip the properties which have the rear access to ensure that the external stairwell is located to avoid potential views into the neighbouring privately owned properties that do not form part of this scheme.
- 7.5.6 In addition, the further information provided, clarified that the rear gardens will be part allocated to two properties. For 67 and 69 Balmoral Road the rear garden area will be split between the ground floor apartment and the 4 bed duplex at 69. For 55 and 57 Balmoral Road the rear garden area will be split between the 4 bed ground floor apartment and the 4 bed duplex at 55 Balmoral Road. Whilst this arrangement would result in a degree of overlooking of the garden areas from the balconies, this division of the gardens and relationship to the balconies will be such that no property would be unduly affected.

7.6 **Transport and Highway Matters**

- 7.6.1 The proposed development would see the continuation of the properties having access only to on-street parking. Although some off-street parking was able to be provided within the design for Phase One, it is not possible to provide off-street parking within Phase 2 due to the number of properties in private ownership restricting the changes that can be made to the rear alleyways and gardens.
- 7.6.2 County Highways has confirmed that due to the nature of the application being refurbishment of terraced properties they will accept continued on-street parking on surrounding lengths of public highway. This advice is on the basis that the site has a high level of accessibility with any potential residents of the development having access to a range of community services, public transport and employment opportunities without being wholly reliant on the use of private vehicles.
- 7.6.3 County Council also draws attention to the need for the rear alleyways to be “stopped up” as they currently are designated public highways and the requirement for the developer to make an application for a stopping up order to the County Council. As this is controlled under separate legislation a condition is not required to ensure its implementation, although an informative could be placed on any permission granted.
- 7.6.4 In addition, comment is made with regards continued access for rear parking access rights, drainage and public lighting, statutory undertaker access and emergency access. The current narrow width,

lack of turning space and condition of the alleyways are such that, even where the properties were not vacant, it would be very unlikely that vehicular access would be practicable/possible. This proposal would therefore not make a material alteration to this existing situation.

7.6.5 County Council has also drawn attention to the potential need for the front footway to be dug up to require services to be upgraded and the potential for the stopping up of the cellar windows to affect the footway. The agent has confirmed that the existing front footway would not be affected by the proposal, such that it would be unreasonable to require the developer to carry out a wholesale resurfacing of the footway. County Highways has been made aware of this and have provided an updated response to confirm that no off site highways improvements works will be required where the footway is unaffected.

7.6.6 County Highways has advised that where the Council is minded to approve the application the following conditions are requested to be imposed on any permission granted: scheme for off-site highway improvement works for the publically maintained footway, construction traffic management method statement, and reinstatement of public footway. These are addressed in turn below:

- A condition requiring agreement of a scheme for off-site highway improvement works for the publically maintained footway would not meet the test of being “reasonable” and “relevant” as required by the NPPF as no alteration to the footway is proposed.
- A condition requiring the agreement of a construction traffic management method scheme would not meet the tests of being “necessary” as required by the NPPF as the condition would require compliance with other Health and Safety Legislation which requires that developers must organise a construction site so that vehicles and pedestrians using site routes can move around safely.
- A condition requiring the reinstatement of the public highways would also would not meet the test of being “reasonable” and “relevant” as required by the NPPF as no alteration to the footway is proposed. If damage were to occur to the footway as a consequence of the proposed works the Highway Authority has separate powers to require the developer to repair it.

7.6.7 In summary, the proposed development would not result in any adverse impact on highway safety. The central location of the development means that the lack of off-street parking can be accepted. Although County Highways has proposed the imposition of several conditions, it has been demonstrated that these are either unnecessary or unreasonable and as such no conditions are proposed in respect of highways safety. An informative can be applied to remind the applicant of the requirement to apply of a stopping up order of the rear alleyways under section 247 of the Town and County Planning Act.

7.7 **Landscaping**

7.7.1 A basic landscaping scheme has been submitted. This scheme would introduce planters in the front and rear gardens, include the planting of trees and the creation of 13 grass gardens. Together these introductions would help to improve the amenity of the streetscene and the rear area to the benefit of the residents introducing colour, texture and natural environment into a scene currently dominated by poor condition buildings and paving. The scheme would involve the loss of a tree but this would be compensated for in the proposed landscaping.

7.7.2 The scheme has been amended to remove the originally proposed planters to ensure that access through the rear alleyways is not constrained by the planters. Whilst this represents a loss in terms of the soft landscaping proposed, given the degree of private ownership within this phase 2 as compared to phase 1 this does introduce greater flexibility in the long term for use of these alleyways.

7.7.3 Whilst the principle of the landscaping scheme is acceptable, the details need to be agreed through condition. This would include the provision of details of a scheme for the future management of trees, planters and gardens.

7.7.4 There are several street trees which are located within the existing footway which contribute to the area’s character and amenity including three on Balmoral Road, one on Albert Road and two on Chatsworth Road. Whilst the proposal does not include any works which will disturb the footway within which the trees sit, the canopies of a number of the trees do come close to the houses within

the development and as such could be affected by the construction and may require works to facilitate the construction works. The protection of these trees can be ensured by a condition to require the agreement of a Tree Works Schedule and a Tree Protection Plan.

Other Matters

7.8 Conservation Matters

- 7.8.1 54 Chatsworth Road is the former residence of William Woodhouse and was the first house to be built in what was a rural location on Chatsworth Road. The formerly detached property, known as Kenilcote, had a garden and external workshop, was then made part of the terrace of properties that now exists.
- 7.8.2 In July 2008 English Heritage undertook an assessment to determine whether the building warranted listing. It was concluded that *“Kenilcote has undergone a number of unfortunate alterations which have diminished its architectural interest. The association with the local artist, William Woodhouse, weakened by these changes and the loss of the studio, is insufficient to merit listing is a national context”*.
- 7.8.3 Lancashire Archaeological Advisory Service (LAAS) has welcomed that the building is to be retained and notes the result of the assessment carried out by English Heritage in 2008 but requests that that the developer's team consults with the City Council Conservation Team to set out a detailed refurbishment “schedule for this building, to include the retention of as much of the surviving historic elements as practicable and to specify any necessary protection and repair works to that which can be retained. The Conservation Team may also wish to require that a photographic record is made of No.54 'as existing', to complement the plans already drawn up.
- 7.8.4 The Council's Conservation Officer notes both the advice of the LAAS, the considerable information about the property and the changes that have been made to external features. In light of this it is requested that, if possible, internal original features be retained as part of the refurbishment.
- 7.8.5 Taking into account the comments of the LAAS and the Council's Conservation Officer it is important to consider that given that this building is not listed and is not within a conservation area, there is no mechanism to control the removal or otherwise of internal features. However, taking into account that the building is currently within the ownership of the Council, a request has been made to the Council's Conservation Officer that a site visit be carried out to make a photographic record of the building and provide advice on any internal features that may exist, and if appropriate provide advice on features of the building which the applicant could consider retaining. The outcome of this investigation and recording exercise will be provided as an update to the Committee meeting.

7.9 Letting Office Provision

- 7.9.1 The proposals include the creation of an A2 (Financial & Professional Service) Letting Office at 76 Regent Road of 14sq.m. This would bring back into use the currently vacant A1 (Retail) unit. This would be of benefit to the visual amenity and the vibrancy of the area.
- 7.9.2 The last known use of the unit was for an A1 shop. No information has been provided to demonstrate this or show how long the shop has been vacant for. Although the lawful use of the unit is not certain, the General Permitted Development Order permits change of use from A1 to A2 and from A2 to A1 (where a display window is provided at ground level) without requiring planning permission.
- 7.9.3 Given the lawful fall-back position at this site the principle of the A2 use can be supported in this location. It is considered that the small size of the unit would ensure that the proposed letting office use and any potential future uses of the unit is unlikely to result in any adverse impact on the residential amenity of the immediately adjacent properties and those surrounded. In this case there is no requirement to remove permitted development rights or impose any conditions.

7.10 Security

- 7.10.1 Lancashire Constabulary has identified a number of potential planning conditions that would assist with improving the security of this site and the wider area.

7.10.2 Whilst only the basic elements of Secure by Design will be provided as part of this scheme, elements would enhance the wider security of this area, including the closure of rear alleyways from public access and provision of an external lighting scheme. Furthermore the safety of the wider area would benefit from the activation of the streetscene. These measures are considered appropriate and shall be secured via planning condition.

7.11 Asbestos

7.11.1 On the permission for Phase One a planning condition required the carrying out of an asbestos survey prior to commencement of development. However the management and control of asbestos is controlled by separate (i.e. non-planning) legislation. The imposition of a planning condition to control this would not meet the test of necessity as set out in the National Planning Policy Framework.

8.0 Planning Obligations

8.1 The Meeting Housing Need SPD sets out the exemptions for the provision of affordable housing in Morecambe West End Masterplan Area. This is because property values are much lower in the West End compared to other parts of the District. As a result there is no requirement for the provision of affordable housing or a commuted sum as part of this proposal.

9.0 Conclusions

9.1 This proposal has the potential to deliver significant sustainability and regeneration benefits and will have an overriding positive contribution to the Morecambe West End in accordance with the Council's strategic regeneration priorities. The success of Phase One is demonstrative of how the internal reconfiguration and external works, together with the management of the units by PlaceFirst has delivered a significant upgrade to the appearance and quality of the buildings, helping to restore the Victorian terrace buildings to their former condition, whilst also delivering housing which meets modern demands and are popular to live in. The design of this proposal is considered satisfactory in relation to housing mix, design and amenity, neighbour residential amenity and transport and highways matters. Initial proposals in relation to landscaping, lighting and security are considered acceptable subject to further details being supplied through condition. The protection of the street trees will be secured by condition.

Recommendation

That Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard timescale
2. Development in accordance with listed plans
3. Tree Protection Plan and Tree Works Schedule
4. Detailed landscaping scheme including tree planting, external lighting and maintenance
5. Scheme to ensure adequate security
6. Materials in accordance with proposed material palette document
7. Provision and retention of privacy screens to balconies
8. Hours of construction

Article 35, Town and Country Planning (Development Management Procedure) (England) Order 2015

In accordance with the above legislation, Lancaster City Council has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None.