1.0 The Site and its Surroundings

1.1 The Railton Hotel is an end property of a three storey terrace that fronts Westbourne Road and Station Road in Lancaster. It currently benefits from a side and rear garden. The rear of the site lies on the opposite side of County Street the modern Bay View Court block of flats varying in height between three and four storeys. To the east of the site is the grade II Listed railway station, while to the south of Westbourne Road is a Victorian terrace 2 storeys in height. The development and this eastern section of Westbourne Road has been part of Lancaster Conservation Area since 2011 when the boundary was extended.

1.2 The terrace including the application site is built of stone under a slate roof. The stone to the terrace is unusual for Lancaster being squared stone brought roughly to courses. The properties enjoy two full storeys with an upper third floor built only partially into the roof space with a front gable dormer rising directly of the front wall of the building. All the properties within the terrace enjoy a full height basement set partially below front garden level. Small light wells are present to service the lower ground front window.

1.3 The application site has no entrance onto Westbourne Road but faces Station Road with a small stone entrance porch. The rear of the properties are 3/4 storeys in height. Again, the upper floor is set within the roof space, enjoying a stone gable dormer on a similar detail to the front elevation.

2.0 The Proposal

2.1 The application is seeking to convert the existing Railton Hotel (2 Station Road) and erect a four storey block along the Station Road frontage together with a new three storey link building between the existing hotel and the new block running along Station Road for the provision of student accommodation. The link comprises an extension to the terrace at a similar eaves and ridge height and the introduction of an octagonal turret building rising above the main buildings to turn the corner of the development. In addition to these main elements the rear outrigger to 2 Station Road is to be modified along with a rear roof lift. A new gable to the rear of the main building is to be constructed
along with light wells to service the lower ground floor.

2.2 Externally the main elevations to the building are to be constructed of stone. The rear elevation will include render main walls with stone detailing to heads, cills and quoins. The main element of the new build will be under a slate roof other than the turret which will have a faceted turret topped with a steep pitch feature standing seam metal roof with sprocketed eaves. The stone facing to the builds differs. The new link and the main elevations to the four storey building are to be constructed of 150mm coursed sawn faced stone, the turret is to be constructed of 300mm coursed ashlar with associated dentils and eaves string course with the projecting element to the new Station Road building is to re-use the stonework form the current gable to No.2 with a snecked finish, stone entrance porch and the reuse of the arch stone heads of the original gable.

2.3 Dormer windows with dual pitched roofs are employed at eaves level to the Station Road frontage reflecting those of Westbourne Terrace whilst windows are of vertical proportion and sliding sash format constructed of timber and paint finished.

2.4 At ground level the dwarf stone boundary wall to the site is to be retained and the metal railings reinstated to provide enclosure to the site. Low level planting will provide a green edge to the perimeter between building and boundary walls. Ground levels are to be reduced with a shallow embankment leading to a low retaining wall as part of the large light wells being developed to the Westbourne Road frontage. An open yard landscaped yard is to be provided to the rear along with a refuse store enclosed by a large stone wall some 1500mm high. Ramped accessible entrances are to be provide to the rear of No.2 and the new build element of the scheme.

2.5 Internally, the development will provide for a total of 40 beds, 10 within the converted No.2 and 30 as new build incorporating the new link, turret and main block to Station Road. Accommodation comprises:

Lower Ground Floor – 2 self-contained studio units (28 and 32 sq.m) within No. 2. New build - a five bedded (en-suite) cluster flats with rooms of 15 -17 sq.m and a living/kitchen/dining area within the turret of 25 sq.m. In addition a cycle store with a capacity for 21 cycles.

Ground Floor – 2 self-contained studios (24 and 38 sq.m) within No.2. New build, a seven bedded (en-suite) cluster flats with rooms of 15 -17 sq.m and a living/kitchen/dining area within the turret of 26 sq.m.

1st Floor – 4 beds (10.5 - 15 Sqm) wc/shower within No.2 (part of a 6 bed cluster flat). New build - a seven bedded (en-suite) cluster flats with rooms of 15 -17 sq.m and a living/kitchen/dining area within the turret of 26 sq.m.

2nd Floor – 2 beds (10-12sqm), wc/shower and kitchen/living/dining area (27sq.m) within No.2 (part of a 6 bed cluster flat). New build - a seven bedded (en-suite) cluster flats with rooms of 15 -17 sq.m and a living/kitchen/dining area within the turret of 26 sq.m.

3rd Floor – (only to the Station Road frontage). New build, a seven bedded (en-suite) cluster flats with rooms of 15 -18 sq.m and a living/kitchen/dining area within the turret of 28.5 sq.m.

3.0 Site History

3.1 The site has a limited planning history relating the redevelopment of the site

<table>
<thead>
<tr>
<th>Application Number</th>
<th>Proposal</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>05/00725/FUL</td>
<td>Demolition of the existing 15 bedroom hotel and erection of a 39 hotel</td>
<td>Refused - Oct 2005</td>
</tr>
<tr>
<td></td>
<td>bedroom with associated facilities and car parking</td>
<td></td>
</tr>
<tr>
<td>05/01535/FUL</td>
<td>Demolition of the existing 15 bedroom hotel and erection of a 38 hotel</td>
<td>Principle supported by Planning Committee in Feb 2006 subject to provision of monies for</td>
</tr>
<tr>
<td></td>
<td>bedroom with associated facilities and car parking</td>
<td>highway improvements. These were not forthcoming with the</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.0 Consultation Responses

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

<table>
<thead>
<tr>
<th>Consultee</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Highways</td>
<td>The development is considered to be located in a ‘highly accessible’ location but within an area where the immediate public highways suffer from all of the attendant congestion / commuter parking problems one would associate with a busy main line railway station.</td>
</tr>
<tr>
<td></td>
<td>It is considered necessary, reasonable and directly related in scale and kind that as a condition of this application funds are sought to implement certain specific off-site transport related improvement works as a means of mitigating the consequences of pedestrian movements over the surrounding public highway network as a consequence of the development namely:</td>
</tr>
<tr>
<td></td>
<td>- Improvement of existing bus stops facilities (ref 2500IMG1260 – Station Road &amp; 2500LA00223 Westbourne Road) to County Council quality bus stop standards (to be undertaken via Section 278 agreement)</td>
</tr>
<tr>
<td></td>
<td>Furthermore, parking restrictions apply to Westbourne and Station Road as well as specific lengths of the surrounding highway network with that area of the carriageway located adjacent to the application site being particularly affected. In view of the number and volume of vehicles using Station Road at particular times of the day, it should be noted that consideration of a temporary relaxation of parking restrictions in the vicinity of the same during the course of construction activities pertaining to the application will not be supported.</td>
</tr>
<tr>
<td></td>
<td>Suggested conditions – Construction method statement (CMS), scheme of off-site works (improvement to bus stop facilities), works adjacent to or within the highway to be agreed, works to be undertaken in accordance with the CMS, provision and maintenance of the cycle parking provision, reinstatement of footways to Westbourne Road, Station Road and County Street, Lancaster to be undertaken prior to occupation.</td>
</tr>
<tr>
<td>Environmental Health Officer</td>
<td>No comments received during the consultation period</td>
</tr>
<tr>
<td>Conservation Officer</td>
<td>The Railton Hotel is an end property of a terrace that fronts Westbourne Road. This part of Westbourne Road has been part of Lancaster Conservation Area since 2011 when the boundary was extended. The 2012 Conservation Area Appraisal identified the terrace as positively contributing to the character of the Conservation Area. The Railton Hotel is a particularly important building within this part of the Conservation Area due to its prominent location when viewed from Meeting House Lane and Station Road as people arrive into Lancaster. The development site is within the setting of the Listed station and development should be assessed in respect of its impact upon the setting of the Listed building.</td>
</tr>
<tr>
<td></td>
<td>Concerns were raised over a number of issues relating to the scheme as a whole as well as details within it:</td>
</tr>
<tr>
<td></td>
<td>- The scale of the building and its footprint are considered to dominate the setting of the Listed building and needs to be reduced.</td>
</tr>
<tr>
<td></td>
<td>- The intensity of the development leaves little space for space and landscaping around the street frontage</td>
</tr>
<tr>
<td></td>
<td>- Westbourne Road is a terrace of 11 properties, the properties are generally grouped in threes with a small step to the rising terrace - the submitted development does not respect this.</td>
</tr>
<tr>
<td></td>
<td>- The height of the in-fill to Westbourne Road dominates both the existing terrace and the proposed turret.</td>
</tr>
<tr>
<td></td>
<td>- The stepped gable to the County Street and Station Road frontage provides for a weak elevation and views from key aspects when leaving the railway station.</td>
</tr>
<tr>
<td></td>
<td>- Detailing to widows surrounds, windows and existing windows need to be more fully considered to improve the existing building and the Station Road</td>
</tr>
</tbody>
</table>
Following receipt of revised plans it is considered that the scale of the development is more acceptable in this location and its setting within the Conservation Area and impact upon the Listed building. Some concerns have been raised over the finer detailing of the scheme and potential amendments suggested to improve the appearance of this prominent development at a gateway into the city. Suggestions have included the visually strengthening of the bay projection to Station Road and the introduction of vertical windows into the County Street gable to improve the interest of this prominent gable. Suggested condition include:

- Samples of all external materials
- Sample panel of both ashlar courses, re-used stone and pointing
- Details of verge and eaves
- Details of the windows, including colour and finish
- Details of external doors, including colour and finish

<table>
<thead>
<tr>
<th>United Utilities</th>
<th>No comments received during the consultation period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Housing</td>
<td>No comments received during the consultation period</td>
</tr>
<tr>
<td>Lancashire Constabulary</td>
<td>Recommends that the development is built to Secure by Design to reduce the risk of crime:</td>
</tr>
<tr>
<td>County Archaeologist</td>
<td>No comments received during the consultation period</td>
</tr>
<tr>
<td>Lancaster Civic Society</td>
<td>Welcome the redevelopment of the derelict building and site within the Lancaster Conservation Area. However, concerns raised over the details of the scheme:</td>
</tr>
<tr>
<td>Parking Services</td>
<td>The applicant should be advised that the occupiers of the property will not be eligible for residents parking permits for the Lancaster City Council Residents Parking Scheme Fairfield Zone J.</td>
</tr>
<tr>
<td>City Contract Services</td>
<td>No comments received during the consultation period</td>
</tr>
<tr>
<td>LUSU Housing</td>
<td>No comments received during the consultation period</td>
</tr>
</tbody>
</table>

## 5.0 Neighbour Representations

5.1 To date, 11 individual letters have been received in respect of the original submission, additional comments in respect of the revised scheme will be reported directly to Committee. The letters all raised concerns over the development. The grounds of which included:

- Support for student housing reduces demand on family housing to the south side of Lancaster
- Over intensive use of the site
- Overly bulky, dominant building
- Detrimental to the character of the Conservation Area
- Fails to reflect the high qualities of the former co-op building on the opposite side of Westbourne Road
- Poorly detailed element including window relationships and junction of new roof to the tower
- Limited opportunity for accessible flats, particularly for occupation by wheelchair users
- No off-street parking for disabled people
- Rear yard area is not large enough to cope with arrival/departure of students in an area with very
limited unrestricted on-street parking
- Misleading description of change of use given the scale of new build involved
- Poor design within a Conservation Area is not supported by the NPPF
- Building needs to be set back off Station road to provide softening/garden area
- Dormer details fail to reflect those of the remaining terrace in height, relationship to the roof and design
- Lack of parking in the area, increase traffic
- Increase in noise
- Need for a mini roundabout to be introduce to improve pedestrian movements across Station Road

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework
Paragraphs 7, 14 and 17 (Sustainable Development and Core Principles)
Paragraphs 50- 51 (Choice of Homes)
Paragraphs 56 – 57 (Requiring Good Design)
Paragraphs 64 (Requiring good design)
Paragraphs 128-129, 131, 137 and 141 (Conserving and enhancing the historic environment)

Lancaster District Local Plan – saved policies
H12 (Standards for New Housing)
H22 (Houses in Multiple Occupancy)
E35 (Development in Conservation Areas)
E38 (New Build in Conservation Areas)
E39 Alterations and Extensions)

Lancaster Core Strategy – policies
SC1 (Sustainable development)
SC2 (Urban Concentration)
SC4 (Meeting the Districts Housing Requirements)
SC5 (Good Design)
E1 (Environmental Capital)

The Council is in the latter stage of preparing its’ emerging Local Plan. The Development Management DPD and Morecambe Area Action Plan have both been found to be soundly prepared, subject to the Inspector’s binding modifications. It is anticipated that both documents will be reported to Full Council shortly with a resolution to formally adopt them as part of the Local Plan for Lancaster District 2011-2031. Given the advanced stage of preparation, the policies contained in both documents are now considered to hold significant weight in decision-making.

Development Management DPD
DM31: Development affecting conservation areas
DM32: The setting of Designated Heritage Assets
DM35: Key Design Principles
DM46: Accommodation for Students
Appendix E – Purpose Built and Converted Student Accommodation

7.0 Comment and Analysis

7.1 Background

7.1.1 The application relates to a prominent corner site at the gateway entrance into Westbourne Road and is located in the Lancaster Conservation Area. The site is in a poor condition having been in a derelict condition for many years. The property has suffered from little maintenance over this time with periods of occupation by squatters, being overgrown both with ivy to the building and very untidy garden areas and recently a fire within the main building. The site was associated with the adjoining property No. 4 Westbourne Road which has also been empty and in a derelict condition for a similar period. This property, in the same ownership as the current applicant, has undergone renovation and structural repairs and is now occupied.
7.1.2 Planning applications in 2005 sought to demolish 4 Westbourne Road and 2 Station Road and erect initially a 39 bed hotel. Following a refusal a subsequent resubmission gained Planning Committee resolution to approve the demolition of nos 2-4 Westbourne Road and the erection of a 38 bed hotel subject to a financial contribution towards the provision of a mini-roundabout at the junction of Westbourne Road and Station Road. The contribution was not forthcoming and despite efforts by Planning Officers to gain the funding, the application was eventually withdrawn in 2009.

7.1.3 Since consideration of the applications in 2005 the boundary of the Lancaster Conservation area has been revised with the site now being incorporated into the Conservation Area in 2010. The Conservation Area Appraisal recognises the condition of the building and gardens and its effects upon the wider area stating:

“At present the end property facing the gateway to the area on the northern side of Westbourne Road (the former Railton Hotel) is vacant. Windows are boarded up and the garden in front of the area is overgrown. This is a prominent location facing the gateway and the site currently detracts from the character of the area.”

7.1.4 It is clear that the building and larger site in its current condition is detrimental to the appearance of the Conservation Area and is reducing the significance of the designated heritage asset. The property’s condition provides a poor relationship to the Listed railway station and a poor image for visitors entering the city via the western exit of the station.

7.1.5 The main planning issues to be assessed in the determination of this application are as follows:

1. Whether the principle of the development for student accommodation on the site complies with local and national planning policy;
2. Whether the proposal has considered the significance and the impacts upon the Heritage Assets and whether the design of the development subsequently respects the character and fabric of the area;
3. Whether the development provides an acceptable standard and form of accommodation for future occupants, including appropriate provision for refuse and cycle storage and means of access in compliance with local and national planning policy; and
4. Whether the development has an acceptable relationship with neighbouring properties.

7.2 Principle of Development

7.2.1 Given that the proposal involves the creation of student accommodation it is considered that it needs to be judged against the requirements of saved policy H22 of the Local Plan, Policies SC1 and SC4 of the Core Strategy and the Core Principles, DM46 of the Development Management DPD and Section 6 of the NPPF. It is contended that the development will essentially meet the requirements of these policies for the following reasons:

a) The proposed building is located in a highly sustainable location on the edge of Lancaster City Centre which has good transport links (bus and rail) to Lancaster University and University of Cumbria Campuses and the surrounding areas;
b) The principle of developing on this brownfield site for student accommodation could positively contribute to the vitality of the city centre and the appearance of the Lancaster Conservation Area; and,

The provision of dedicated student accommodation will positively contribute to meeting the District’s housing needs. The Core Strategy and the Development Management DPD identifies students as an important component of the housing market, stating that the City Council will seek to address their needs through the Council’s Housing Strategy. Purpose built student accommodation could also help safeguard the stock of existing private sector housing which might otherwise be occupied by students.

7.2.2 The Development Management DPD recognises the steady increase in student numbers and the need to provide accommodation. Off-campus accommodation continues to be a popular choice for many students. It is considered that the centre of Lancaster is, in principle, an acceptable location for new student accommodation recognising the benefits such development can bring and its accessibility.
7.3 **Changes to the scheme**

7.3.1 The scheme as originally submitted raised concerns with consultees and neighbours. The development was considered to be excessive in form, and have a number of poorly detailed elements including roof forms and overall height to the Westbourne Road elevation. The scheme has been the subject of discussion with the applicant/agent and has resulted in a number of significant changes to the scheme.

These include:

- Reduction of the link on Westbourne Road to reflect the eaves and ridge height of the remaining terrace.
- Introduction of additional windows into the link to Westbourne Road to more closely reflect the pattern of windows along the terrace.
- Development of a stronger corner to the site providing an element to enable the corner to be turned onto Station Road.
- The reduction in the footprint of the main block to the Station Road frontage including an increase in the set back from the rear of footway to provide more space and an area for soft landscaping to be introduced.
- The length of the built up frontage to Station Road has been reduced along with the removal of the stepped 4 to 3 to 2 storeys which was consider to present a poor gable detail and aspect form the listed railway station.
- A dual pitched slated roof has been introduced in place of the large dormer style roof lift on the rear elevation of No. 2 Station Road.

7.3.2 A revised scheme has now been submitted which is considered to address many of the principle concerns raised by the officers during the negotiations. The Conservation Officer has made further comment over the revised plans and has provided a number of suggested modifications to the scheme which are considered to add value to the building and improve its detailing and general presence in the Conservation Area. The applicant has been approached over these revisions and commentary/revised plans are anticipated in time for the Committee meeting.

7.3.3 Notwithstanding possible forthcoming changes/improvements to the scheme consideration has been given to the submission in its current amended form.

7.4 **Design and Impact upon Heritage Assets**

7.4.1 Whilst the NPPF places a strong emphasis on the presumption in favour of sustainable development and places significant weight on the need to support sustainable economic growth, it highlights that sustainable development has three roles; an economic role; a social role and an environmental role and that these roles are mutually dependent. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environmental, as well as in people’s quality of life. The Core Strategy equally places a strong emphasis on ensuring new development achieves quality in design (policy SC5), is integrated with the character of the townscape (policy SC1) and protects and enhances Conservation Areas/Listed buildings (policy E1). The emerging Development Management policies DM31, DM32 and DM35 confirm this position.

7.4.2 The development site occupies a prominent sensitive position at the gateway of the Lancaster Conservation Area and seeks to provide a landmark building which turns the built form around the corner formed by Westbourne Road and Station Road in a similar way to the former co-op building on the opposite side of Westbourne Road. The scheme has been revised in both height and form to more closely acknowledge its location at the end of a substantial terrace and develop a stronger corner to the scheme. The development also introduces significant development along Station Road, a frontage which has been open as garden and a foil to the gable and entrance to No.2. It is also acknowledged that the current condition of the building in its derelict unkempt form is detracting from the setting of the Conservation Area and that this development provides an opportunity to positive contribute to the local townscape and the character of the Conservation Area.

7.4.3 The development has three distinct but nevertheless connected elements - the linking element on Westbourne Road, the corner turret and the Station Road block. As indicated earlier in the report the scheme has been revised in a number of significant ways. The link building as originally submitted was considered to be too tall and detracted from the corner turret. The link has been set back on the line
of the terrace and its overall height reduced to align with the eaves and ridge of the remaining terrace. A dual set of windows has been introduced, again to more closely relate to the remaining terrace. This element of the development serves as a link both within the scheme and externally. The link is not designed to match the terrace but is considered to provide sufficient elements in terms of height, wall alignment, fenestration and materials to acknowledge the appearance of the terrace but be seen as part of the new build scheme.

7.4.4 The corner turret has been introduce to respect but not emulate the former Co-op building which is acknowledged to be of a far finer design and detail. The turret acts a landmark in its own right but provides a vehicle for the building to turn the corner on Station Road whilst still presenting a public face. The use of a different stone detailing (300mm ashlar rather than 150mm sawn stone), window detailing and roof form/materials further emphasises the form of the building. The revisions to the scheme have also brought this element to a more prominent position standing forward of the existing terrace and new block.

7.4.5 The new block to Station Road has remained at the original submission height at four storeys but its overall length has been reduced and the form of the building changed to provide a design which appears as a 5 bay building with a three storey set-back 'addition' to the County Street end of the building. The main block has been centralised with the provision of a projecting element which rises over the full height of the building and provides a gable detail above the ridge line. This central feature is further emphasised with the use of differing stone to the remaining elevation using reclaimed stone and arch headed windows from the gable of the original building. The Conservation Officer has recognised the improvements to the scheme and has suggest that the width of the central feature be widened if possible and narrow vertical windows be introduced into the new gable to County Street to provide additional interest. Views over these changes are awaited.

7.4.6 Overall, it is considered that development of the site has provided an opportunity for this longstanding derelict site to be brought back into long term viable use. The new building in its revised form is now considered to respect the adjoining terrace and provide a building which adds to the streetscene and the character of the Conservation Area. The unsightly open aspect across the rear of the Westbourne Road terrace has been lost with significant improvement to the outlook when emerging from the railway station and a gateway provided on approach into the Lancaster Conservation Area and entering Westbourne Road.

7.5 Standard of Accommodation

7.5.1 The development is seeking to develop student accommodation for a total of 40 students. The accommodation is being provided in a mixture of layouts and forms via single occupancy self-contained studio units, a six bed maisonette with shared bathroom facilities and cluster flats with en-suite bedrooms but shared kitchen/dining/living rooms. The size of the flats range from four beds to seven beds.

7.5.2 The Development Plan has sought to establish suitable standards for student accommodation and this has now been formalised within Appendix E of the Development Management DPD and policy DM46. The policy supports the provision of student accommodation which meets the criteria set out in the Appendix. The Appendix defines standards for room sizes of bedrooms (with or without en-suite), bathrooms, kitchen/dining spaces as well as broader standards of amenity, outlook, cycle and refuse storage.

7.5.3 The applicant has acknowledged the need to provide a high standard of accommodation both for the benefit of the occupants and commercial viability. Consequently, the scheme even in its revised form provides rooms, layout and amenity standards well in excess of the minimum requirements. Most of the bedrooms are 15sq.m, well in excess of the 11sq.m minimum with the smallest en-suite bedroom being 12sq.m. The flats with shared bathroom facilities are similarly generous. The kitchen/living spaces again are provided in excess of the minimum requirements although these have been eroded a little in the re-design of the scheme.

7.5.4 The Appendix encourages the creation of units with no more than 6 bedrooms. This development introduces three, seven-bed units. However, the layout is considered acceptable and the spatial standards are pro-rata in excess of the minimum standards. The number of seven bed units have also been developed in response to the requirement to redesign the scheme and an overall reduction in the footprint of the building.
7.5.5 Cycle storage is well catered for with a secure internal store capable of storage for over 20 cycles. Refuse storage is provided in a fully enclosed area to the rear of the property and an open, hard landscaped yard is to be proved to the rear courtyard. Both pedestrian and a separate vehicle access will be provided this area. It is the applicant’s intention to only allow vehicle access for servicing of the block and at initial arrival and departure times.

7.5.6 Overall, it is considered that the development will provide a high standard of accommodation and satisfies the requirements of the Development Plan policy.

7.6 Residential amenity

7.6.1 There are a number of residential properties close to the development. A flat complex known as Bay View Court is immediately to the north of the site across County Street and residential properties line Westbourne Road on both sides of the terrace. The open railway station and complex lies to the east.

7.6.2 The flats to the rear of the development at Bay View Court are contained within a building of a similar height to proposed scheme with windows over four floors facing the development site. The separation distance between the existing flat and the gable of the new development is approximately 20m and it is slightly oblique to the new scheme. This arrangement is considered acceptable and would be able to accommodate small gable windows if introduced as part of the potential redesign.

7.6.3 The rear windows of the scheme face out over the rear gardens of the terraced properties on Westbourne Road. To prevent issues of overlooking only the lower ground floor windows on this elevation are associated with bedrooms. All the windows to the upper floors which could overlook the gardens/rear yards are into corridor space. The provision of windows in this form is considered not to unduly dominate the rear yard and would not result in undue overlooking.

7.6.4 The properties on Westbourne Road already have a degree of direct face to face overlooking. The position of the new build is to the east of the terraced housing opposite and is not considered to change their existing relationships between the dwellings.

7.6.5 Concerns have been raised over the development of a high concentration of students in a single location. In practice many of the properties on this side of the road are already in multiple occupation in clusters with a greater number of occupants than those proposed by the scheme. The current housing does not create any known issues of disturbance and the development of additional flat accommodation is not considered to raise any further issues.

7.7 Other Matters

7.7.1 Highways

The Highway Authority considers the site to be in a highly accessible location with easy access to a wide range of services in the town centre and good public transport links both to the University and to and from the site to the wider area. It is also noted that the area around the site suffers from attendant congestion and parking issues associated with a mainline railway station. Local residents now have the benefit of a resident parking scheme.

7.7.2 The development is not proposing to provide or is considered to demand any car parking other than during initial period of arrival and departure by students. The applicant is seeking to manage the landscaped yard to the rear of a property to ensure no parking is provided to students during normal term time. Vehicle access only being available for the arrival and departure periods associated with the academic year.

7.7.3 In order to encourage the use of the public transport links close to the site and to manage pedestrian movements over the surrounding highways it is considered necessary and reasonable to seek improvement works in the area. The Highway Authority considers that this is best served by the improvement of the two service bus stops close to the site (Station Road and Westbourne Road) up to quality bus stop standards. Works can include the provision of shelters, raising kerbs for better access and better on-site information. The nature of the improvements will be directly related to each bus stop and its associated constraints. These works would need to be secured by way of a Section 278 Agreement with the Highway Authority. Subject to appropriate conditions and entry into
the S278 Agreement no objections are raised to the development.

8.0 Planning Obligations

8.1 There are no planning obligations to consider as part of this application.

9.0 Conclusions

9.1 Overall, it is considered that development of the site provides an opportunity to both help safeguard the loss of family housing stock to student use and see the renovation of the derelict building and site with all its attendant problems including the derogation of the character of Conservation Area. Subject to appropriate conditions the proposed scheme is considered to be broadly acceptable but could be further improved with minor changes to the Station Road elevation which are currently being considered by the applicant. An update on this position will be made directly to Members at the Committee meeting.

Recommendation

That Planning Permission Prior **BE GRANTED** subject to the following conditions:
1. Standard 3year time limit
2. Development to be undertaken in accordance with the approved plans
3. Amended plans
4. Student use only
5. Head leases scheme or similar
6. Security systems and site management to be agreed
7. Rear yard are for servicing of the accommodation only
8. Construction Management and Method Statement (CMMS) to be agreed
9. Works to be undertaken in accordance with the CMMS
10. No on-site work until agreement of S278 works
11. No occupation until agreed S278 work being implemented
12. Works on or close to the highway boundary to be agreed
13. Cycle parking to the implemented and maintained
14. Samples of all external materials
15. Sample panel of both ashlar courses, re-used stone and pointing
16. Details of verge and eaves
17. Details of the windows, including colour and finish
18. Details of external doors, including colour and finish
19. As may be required following receipt of further elevational revisions to the scheme


In accordance with the above legislation, the City Council can confirm the following:

The proposal complies with the relevant policies and provisions of the Development Plan and on consideration of the merits of this particular case, as presented in full in this report, there are no material considerations which otherwise outweigh these findings.

The local planning authority has proactively worked with the agent in requesting further supporting information which has now positively influenced the proposal and has secured a development that now accords with the Development Plan and the National Planning Policy Framework.

**Human Rights Act**

This recommendation has been reached after consideration of the provisions of The Human Rights Act. Unless otherwise stated in this report, the issues arising do not appear to be of such magnitude to override the responsibility of the City Council to regulate land use for the benefit of the community as a whole, in accordance with national law.

**Background Papers**

None.