

PLANNING COMMITTEE: 24 MAY 2004

DECISION DATE 18 May 2004	APPLICATION NO. 04/00420/FUL	SCHEDULE NO: <b>A 1</b>
DEVELOPMENT PROPOSED  ERECTION OF 37 APARTMENTS AND ASSOCIATED WORKS.		SITE ADDRESS  GROSVENOR HOTEL SANDYLANDS PROMENADE HEYSHAM LANCASHIRE LA3 1DR
APPLICANT:  Rowland Homes Ltd Alexander House, Station Brow Leyland PR25 3NZ		AGENT:  MCK Partnership

**REASON FOR DELAY****PARISH NOTIFICATION**

Heysham Neighbourhood Council - Observations awaited.

**LAND USE ALLOCATION/DEPARTURE**

Within the urban area defined in the Lancaster District Local Plan. The site adjoins a section of the sea front which is identified as an informal recreation area (Policy R9).

**STATUTORY CONSULTATIONS**

**County Council Highways** - The reduction in parking is to be regretted but does not of itself provide grounds for objection. Any shortfall will result in increased parking on the surrounding local road network. There is a need for secure cycle parking (this has been referred to the applicants).

**Engineering Services** - Observations awaited.

**Strategic Housing** - No objection provided that the windows are large enough to give the amount of light to all rooms.

**Environmental Health** - Observations awaited.

**Environment Agency** - Welcome the removal of the underground parking which was shown in the earlier scheme. No objections, provided that ground levels are set at 1600mm above the road level. Surface water from the car park should discharge through trapped gullies.

**Police** - Observations awaited.

**OTHER OBSERVATIONS RECEIVED**

Any representations received will be reported at committee.

**REPORT**

This is a revised version of the scheme for the redevelopment of the site of the Grosvenor Hotel with 37 flats. The design proposed by the original developers, Newfield Jones Homes, and approved in March 2003 (application 02/01226). They then decided that they did not wish to carry out the development themselves, and sold the site to Rowland Homes, who submitted a reserved matters application (04/00055) covering the landscaping of the site, which also showed some changes to the internal layout. It was approved in March this year.

Rowland Homes now wish to make further changes to the design. The most important one is the omission of the basement car park. The first reason for this is the cost, which they do not consider justified in this location; it would require the construction of a very large transfer slab to support the main body of the building. The second reason is that the Environment Agency have expressed concern about the suitability of this kind of provision in an area which they have identified as being at risk of coastal flooding.

In a statement accompanying the proposal they point out that some of the parking spaces in the basement were awkwardly laid out, and would have been difficult to use. They also argue that the design of the building as submitted was not entirely suitable for such an exposed coastal location. Because of this the present scheme also includes modifications to the design of the roof.

The total number of parking spaces which would be available within the development is now 43 for the 37 flats. This is below the maximum standard of 65 spaces for this kind of development. However the site is close to a major bus corridor identified in the Local Plan. The submitted plans do not show specific provision for secure cycle parking and the applicants have been asked to amend the proposal to address this issue.

The internal arrangement of the flats (33 two bedroom flats, 2 one bedroom flats either side of the main entrance, and 2 three bedroom penthouse flats) is as described in the "Reserved matters" application which was considered by committee on 22 March. In each case the main bedroom has a floorspace in excess of 10.2 sq metres, in line with the standards applied by the City Council for development of this type.

The application has to be considered in relation to policy H19 of the Lancaster District Local Plan, which deals with residential development within the established urban areas of Lancaster, Morecambe, Heysham and Carnforth. The reduction in off street parking is acceptable to the highway authority, so as before it meets the relevant criteria. As the proposal involves an existing commitment it does not need to be assessed in relation to SPG16, dealing with the phasing of new residential development. Even if it were, the site would qualify for category "A" as the West End is in need of investment to secure its regeneration.

Subject to the receipt of amended plans dealing with the issue of cycle parking, Members are recommended to grant consent. The conditions below are based on those attached to the original outline consent.

### **HUMAN RIGHTS ACT IMPLICATIONS**

This application has to be considered in relation to two sections of the Human Rights Act: Article 8 (privacy/family life), and Article 1 of the First Protocol (protection of property). There are no issues arising from the proposal which appear 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.

### **RECOMMENDATIONS**

**THAT PERMISSION BE GRANTED** subject to conditions as follows:

1. Standard five year condition.
2. Amended plans showing secure cycle parking.
3. Landscaping scheme to be agreed, implemented and maintained.

4. Construction to take place only between 08:00 - 18:00 Mondays to Saturdays - no work on Sundays or officially recognised public holidays.
5. Parking spaces to be provided and retained as such.
6. Visibility splays either side of site entrance to be provided.
7. Trapped gullies to be provided for car park drainage.
8. Floor levels within the living accommodation to be 1600mm above road level.
9. Details and samples of external materials to be agreed.
10. As required by consultees (if appropriate).

ADVICE

1. Naming/numbering to be agreed.
2. Environment Agency requirements.