



Committee: PLANNING AND HIGHWAYS REGULATORY COMMITTEE

Date: MONDAY, 29TH JUNE 2009

Venue: LANCASTER TOWN HALL

Time: 10.30 A.M.

A G E N D A

- 1 Apologies for Absence**
- 2 Minutes of the Meeting held on 8th June 2009 (previously circulated)**
- 3 Items of Urgent Business authorised by the Chairman**
- 4 Declarations of Interest**

Planning Applications for Decision

Community Safety Implications

In preparing the reports for this Agenda, regard has been paid to the implications of the proposed developments on Community Safety issues. Where it is considered the proposed development has particular implications for Community Safety, this issue is fully considered within the main body of the report on that specific application.

Category A Applications

Applications to be dealt with by the District Council without formal consultation with the County Council.

- 5 A5 09/00158/FUL Elms Hotel, Elms Road, Bare Ward (Pages 1 - 5)
Morecambe**

Demolition of existing building and erection of new single building to house 44 no 2 bedroom and 4 no 1 bedroom assisted living apartments, 2 nurses studios, an under croft parking area and an under croft storage facility for use of the apartments for Hay Carr Estates/ Mitchells of Lancaster

6	A6 09/00322/FUL	Vacant Workshops, Sand Lane, Warton	Warton Ward	(Pages 6 - 13)
		Demolition of existing derelict workshops and erection of new office and stores with parking for Lune Valley 2001 Pension Scheme		
7	A7 09/00247/FUL	The Lilacs, Nether Kellet Road, Over Kellet	Kellet Ward	(Pages 14 - 17)
		Erection of extensions and alterations for Mr Paul Jackson		
8	A8 09/00373/VCN	Blackthorne Cottage, Borwick Road, Capernwray	Kellet Ward	(Pages 18 - 25)
		Variation of condition no 3 of planning consent 02/001203/REM to vary the condition from the agricultural occupancy condition to an occupancy condition in association with the equestrian enterprise at the site for Mr J McCarthy		
9	A9 09/00527/OUT	Ellel Institute, Stoney Lane, Galgate	Ellel Ward	(Pages 26 - 30)
		Demolition of existing institute building and erection of 2 semi-detached dwellings for Mrs Kath Coleman		
10	A10 09/00401/FUL	5 Manor Court, Brookhouse, Lancaster	Lower Lune Valley Ward	(Pages 31 - 35)
		Erection of a lean-to extension to the side for Mr Kevin Murphy		
11	A11 09/00402/LB	5 Manor Court, Brookhouse, Lancaster	Lower Lune Valley Ward	(Pages 36 - 40)
		Listed Building application for the erection of a lean-to extension to the side for Mr Kevin Murphy		

Category C Application

Application which involves County Matters and falls to be determined by the County Council, and proposal for development by the County Council.

- 12 **A12 09/00463/CCC** **Lune Valley Cycle Path, Caton, Lancaster** **Lower Lune Valley Ward** **(Pages 41 - 42)**

Extension of Lune Valley foot and cycle path by approximately 120 metres due east from Bull Beck picnic site for Lancashire County Council

Category D Application

Application for development by a District Council

- 13 **A13 09/00330/DPA** **Land for Proposed Bailrigg Business Park, Bailrigg Lane, Lancaster** **Ellel Ward** **(Pages 43 - 65)**

Outline application for a Science Park (approximately 34,000 sq m of B1 use floorspace) and full application for a new access off the A6, construction of an internal spine road and provision of landscaping for Lancaster City Council

- 14 **Delegated Planning Decisions (Pages 66 - 69)**

ADMINISTRATIVE ARRANGEMENTS

(i) **Membership**

Councillors Keith Budden (Chairman), Joyce Pritchard (Vice-Chairman), Eileen Blamire, Ken Brown, Anne Chapman, Chris Coates, John Day, Roger Dennison, Sheila Denwood, Mike Greenall, Emily Heath, Helen Helme, Val Histed, Andrew Kay, Robert Redfern, Peter Robinson, Bob Roe, Sylvia Rogerson, Roger Sherlock and Joyce Taylor

(ii) **Substitute Membership**

Councillors June Ashworth, Abbott Bryning, John Gilbert, Tony Johnson, Karen Leytham, Ian McCulloch, Geoff Marsland, Keith Sowden, Malcolm Thomas and Paul Woodruff

(iii) **Queries regarding this Agenda**

Please contact Jane Glenton, Democratic Services - telephone (01524) 582068 or email jglenton@lancaster.gov.uk.

(iv) Changes to Membership, substitutions or apologies

Please contact Members' Secretary, telephone 582170, or alternatively email memberservices@lancaster.gov.uk.

MARK CULLINAN,
CHIEF EXECUTIVE,
TOWN HALL,
DALTON SQUARE,
LANCASTER LA1 1PJ

Published on Wednesday, 17th June 2009

Agenda Item A5	Committee Date 29 June 2009	Application Number 09/00158/FUL
Application Site Elms Hotel, Elms Road, Morecambe, Lancashire	Proposal Demolition of existing building and erection of new single building to house 44 two bedroom and 2 one bedroom assisted living apartments, 2 nurses' studios, an undercroft parking area and an undercroft storage facility for use of the apartments	
Name of Applicant Hay Carr Estates/Mitchells of Lancaster	Name of Agent Alastair Skelton North Quarry Office, North Quarry Business Park, Appley Bridge, Wigan WN6 9DB	
Decision Target Date 17 June 2009	Reason For Delay Deferred by Committee for a site visit.	
Case Officer	Peter Rivet	
Departure	No	
Summary of Recommendation	Approval	

1.0 The Site and its Surroundings

- 1.1 This application was considered by the Planning Committee at its meeting on 8 June. A decision was deferred, to allow Members an opportunity to visit the site.
- 1.2 The Elms Hotel originated as a country house (it is believed to be the work of either William Coultard of Lancaster, or George Webster of Kendal) on the east side of the village of Bare. It was converted into a hotel at the end of the nineteenth century and a series of extensions, many of them displaying little architectural imagination, has altered its character so that very little of the original building is recognisable as such. It is however an important landmark within this part of Morecambe.
- 1.3 The surrounding area is residential, but the site is within easy walking distance of the Promenade, Happy Mount Park, and the parade of shops in Princes Crescent which serves the needs of the local community.

2.0 The Proposal

- 2.1 The Elms has suffered from declining patronage in recent years and the applicants state that it is no longer viable as a hotel. They wish to redevelop the site with accommodation for the elderly. The small public house in the former lodge at the site entrance off Bare Lane (The Owl) is unaffected by the development and would be retained.
- 2.2 The proposal as submitted is similar to its predecessor (see below) but incorporates design amendments which grew out of negotiations with the applicants. The north east end of the building has been lowered from three to two storeys, and balconies which would have given rise to overlooking problems have been removed.

- 2.3 The scheme in its present form is for a two and three storey block of flats occupying a slightly larger footprint than the existing hotel, though it would be moved slightly away from the south eastern site boundary. The 44 flats (all for over 55s) would be predominantly two bedroom ones, with a few one bedroom units, and would meet the City Council's usual standards for this kind of accommodation. Seven of the apartments (three two bedroom and four one bedroom) are offered as affordable housing under a unilateral undertaking. These would be transferred to a Housing Association, and would be available on shared ownership leases.
- 2.4 The western end of the building, adjoining the car park, is shown as containing medical treatment facilities consisting of a reception area, four treatment areas and two "nurses' studios". Above it would be a terrace opening on to a small garden, which would retaining some trees from that of the hotel garden at present on the site.
- 2.5 The general scale and massing of the development would be similar to that of the existing hotel, though its "footprint" would be larger, and the building would be of traditional appearance. The materials specified are stone and render for the walls, and slate for the roof.
- 2.6 A small garden area would be retained at the north east end of the site. Car parking (and an area for cycle parking) would be accommodated in the basement, with a new access off Elms Road. As first submitted, the proposal showed 36 spaces in total of which six would be laid out to wheelchair accessible standard. In response to the highways comments, the number of spaces in the basement has now been increased to 55. At the same time a ramped access has been included to the garden area, allowing wheelchair access to it. In addition to this six other spaces, one of them laid out for wheelchair use, would be available at ground level on the Elms Road frontage.
- 2.7 The supporting information provided with the application includes a desktop evaluation of the potential for contamination, and a bat survey. Neither of these raises any unexpected issues. The potential for contaminated material on the site is low, and no evidence of bat roosts was found.
- 2.8 In addition to a report covering design and access issues, the proposal is accompanied by a sustainability report. This states that the development will use energy efficient space heating and water heating equipment (though there is no mention of the potential for microgeneration), and that the building will provide high levels of insulation. It emphasises the accessibility of the site. It also states that materials from the existing building, when it is demolished, will where possible be salvaged for recycling.

3.0 Site History

- 3.1 The present proposal is effectively a resubmission of application 08/00354/FUL. This was refused consent in June 2008, when restrictions on the provision of new housing outside regeneration areas were still in force. These restrictions provided the first reason for refusal. The second one referred to the bulk and position of the new building in relation to the houses in Mount Gardens and Elms Drive.

Application Number	Proposal	Decision
08/00354/FUL	Demolition of existing building and erection of new single building to house 48 two bedroom and 2 one bedroom assisted living apartments, a one bedroom wardens flat and 2 nurses' studios with undercroft parking area and storage facilities	Refusal

4.0 Consultation Responses

- 4.1 The following responses have been received from consultees:

Consultees	Response
Morecambe Neighbourhood Council	Feel that the loss of this hotel will be detrimental to Morecambe's regeneration and that the proposed development is superfluous to Morecambe's accommodation needs. They also suggest that the development is out of proportion to its surroundings and the site.
Lancashire County Council highways	This application is very similar in highway terms to 08/00354/FUL which was refused on planning grounds last year. In general highway observations are unchanged. There are 35 parking spaces shown in the basement of which only 9 are exclusively for the residents of the 48 flats. This is inadequate given the demand for on street parking in Bare. Recommend a more flexible arrangement of unallocated parking with extra spaces if room can be found for them - this issue has been addressed in the amended plans. The number of residential units falls above the threshold for a developer contribution to transport provision; using an accessibility score of 33 points they would expect a sum of $48 \times \text{£}770 = \text{£}36,060$ to be used towards improving cycle, bus and pedestrian facilities in the area, secured by means of a section 106 agreement. Conditions should be attached to any consent covering the construction of a new access, the provision of garaging/car parking, cycle storage, and the protection of visibility splays either side of the access.
Lancashire County Council planning	No comments from a Strategic Planning point of view. Ecology unit - A bat survey has been undertaken and no bats have been found. Bats may occupy crevices in the building but provided the recommendations in the report are followed, and appropriate measures required by a condition, no objections.
Environmental Health	No comments to add to those on the previous application here, when they asked for a construction hours condition. They also recommended a scheme to control dust emissions from demolition work associated with the development. They asked for details to be provided of the ventilation arrangements (an underground car park is involved) and that any proposal for pile driving should be the subject of a scheme for noise control.
City Council (Direct Services)	No observations received at the time this report was prepared.
United Utilities	Comments as for the previous application for this development: no objections provided that the building is drained using a separated system. The developer will need to ensure that surface water runoff is not increased. Permeable paving, landscaping and other forms of sustainable drainage should be used. A water supply can be provided, but each unit will have to be provided with a meter at the developer's expense.
Police	No objections. They note that the development is intended for residents over 55 and recommend that "Secured by Design" principles should be adopted. This would affect the choice of access control system for the car park, the provision of adequate lighting, and the landscaping in a form which would allow natural surveillance. It is recommended that pedestrian access should be secured with the use of a key pad or a secure key fob.

5.0 Neighbour Representations

5.1 Nine letters and emails have been received from people living nearby, who object on the following grounds:

- The new building will be too large, and too close to the site boundary
- The opportunity to design a "statement building" making better use of the site has been missed
- The hotel is an important facility for the local community, and provides a meeting place for many community groups
- Local roads are inadequate for the traffic which would be generated
- The access on to Elms Road would be hazardous
- Not enough off street parking is available
- There are already enough flats and retirement homes in the area.

5.2 Geraldine Smith MP has written to ask that account should be taken of her constituents' concerns about the proposed development.

5.3 One email in support of the application has been received from a neighbour who considers that the proposed development is more appropriate than the hotel to a residential area. If permission is refused, the hotel will close and become derelict. The email also refers to problems with noise and unruly behaviour associated with the hotels' clientele.

6.0 Principal Development Plan Policies

6.1 Policy SC1 of the Core Strategy emphasises, in the interests of sustainability, the importance of locating development where it is convenient to walk, cycle and travel by public transport, where the site is previously developed, and where the site can be developed without loss of or harm to significant features of biodiversity, landscape, archaeological or built heritage importance. Policy SC2 states that 90% of new dwellings will be accommodated within the existing urban areas of Lancaster, Morecambe, Heysham and Carnforth. Policy SC5 requires a high standard of design.

6.2 Of the "saved" policies in the Lancaster District Local Plan, the following are relevant

- H17, which states that proposals for sheltered housing will only be permitted where the site is convenient for a major bus route, local services and facilities.
- H19, which sets out policies for residential development within the built up areas of Lancaster, Morecambe, Heysham and Carnforth
- R21, which requires development to make appropriate provision for people with disabilities.

7.0 Comment and Analysis

7.1 The Elms Hotel in its present form is of no architectural distinction. Nonetheless it is clearly regarded with affection by many people living in the surrounding area. It is popular as a venue for wedding receptions and other social events, and is used as a meeting place by a number of local organisations. Comments received from neighbours and from Morecambe Neighbourhood Council, reflect this view.

7.2 The loss of jobs represented by the closure of one of Morecambe's larger hotels is to be regretted. Despite this, neither the Core Strategy nor the policies set out in the Lancaster District Local Plan provide any arguments for retaining it. If the hotel is unable to pay its way, refusal of planning permission will not of itself change the position.

7.3 There is already a significant amount of accommodation for the elderly in the vicinity. Immediately to the west are the flats occupying the former Craig Home for Children, which is now known as The Parks. There is also a block of flats at Clarence Court, at the corner of Bare Lane and Mayfield Avenue, which was built by the specialist developers McCarthy & Stone. Further south, at Carr Lane in Middleton, there is a purpose built retirement village, though it must be conceded that this is a considerable distance from Bare and caters for a somewhat different market.

7.4 However, the proportion of elderly people in the population is increasing and this can be expected to result in a corresponding increase in the demand for sheltered accommodation. The location is in many ways very well suited for a sheltered housing development. It is within easy walking distance of a group of shops, including a post office. There is a frequent bus service, and a train service nearby at Bare Lane station. Although the site does not overlook the sea the Promenade is only a short distance away, as is Happy Mount Park. The requirements of policy H17 of the Local Plan are easily met.

7.5 The County Council's view that additional parking spaces are needed will be noted. There is a limited number of on street spaces in Bare. Even though a small car park associated with The Owl is to remain, it is important to ensure that the development does not result in illegal and possibly dangerous illegal parking. This issue has been addressed in the amended plans. The proposal in its final form offers 61 spaces (55 in the basement, 6 outside) and in the circumstances it does not seem necessary or appropriate to impose any specific condition about controlling it. The developers have confirmed that they are willing to enter into an agreement covering a contribution to public transport improvements, as requested by Lancashire County Council, as well as contributing to the stock of affordable housing.

- 7.6 It will be noted that the sustainability report referred to earlier does not contain any proposals for microgeneration of either electricity or hot water supplies. There is clearly potential for this, for example by placing solar panels on the south facing slope of the roof. This issue can be addressed with the use of a suitably worded condition.

8.0 Conclusions

- 8.1 The previous refusal was based primarily on the housing restrictions which applied to the area, as the development could not be linked to achieving regeneration objectives. This objection no longer applies. The scale of the building has been slightly reduced and the overlooking issues addressed.
- 8.2 Overall the proposal in its present form is considered satisfactory and it is recommended that permission should be granted, subject to the conditions set out below.

Recommendation

Subject to Legal Service confirmation that the Unilateral Undertaking is satisfactory that Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard three year condition.
2. Amended plans 21 May 2009, showing alterations to car park and ramped access to garden.
3. Development to be carried out in accordance with the approved plans.
4. No development to take place until developers agree programme of public transport and pedestrian access improvements.
5. No development to take place until developers have agreed provision of affordable housing.
6. Samples of materials to be agreed.
7. Scheme for microgeneration to be agreed.
8. Landscaping scheme to be agreed and implemented.
9. Trees to be protected from damage during construction.
10. Accommodation to be occupied by people over 55 only.
11. Construction and demolition to take place only between 08:00 - 18:00 Mondays to Fridays - no work on Sundays or officially recognised public holidays.
12. Details of ventilation from car park to be agreed.
13. Separated drainage system to be provided.

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

Agenda Item A6	Committee Date 29 June 2009	Application Number 09/00322/FUL
Application Site Vacant workshops, Sand Lane, Warton	Proposal Demolition of existing derelict workshops and erection of new office and stores with parking.	
Name of Applicant Lune Valley 2001 Pension Scheme	Name of Agent Harry Walters & Livesey, Architects, West View, Ribbleton, Preston PR1 5DU	
Decision Target Date 4 June 2009	Reason For Delay Awaiting additional information from the applicants' architects	
Case Officer	Peter Rivet	
Departure	No	
Summary of Recommendation	Approval	

1.0 The Site and its Surroundings

- 1.1 This application was reported to Committee on 8 June. A decision was deferred to allow Members an opportunity to visit the site. It was originally expected to be determined under delegated powers. It has been referred to Committee for a decision at the request of Councillor Dent, because of the concern of local residents about the possible traffic implications of the development.
- 1.2 The site is within the Arnside/Silverdale Area of Outstanding Natural Beauty, on the north side of Sand Lane, at the western end of Warton. It is occupied by a pair of single storey buildings. They are at present vacant, but were last used for storing cars.
- 1.3 To the east the site adjoins the gardens attached to a house and a bungalow, and beyond them is a motor vehicle repair garage. On the opposite side of the road there is a row of semi-detached houses. To the north is an area of open pastureland at the foot of Warton Crag.

2.0 The Proposal

- 2.1 The applicants wish to demolish the existing buildings and replace them with a new one. It would be of two storey height, though a large part of it would be a workshop and garage suitable for large size commercial vehicles. The walls would be finished in natural stone and render, and it would have a slate roof. The total floorspace would be 450 sq metres, rather than the 200sq metres of those on the site at present. The site layout plan shows seven off street parking spaces, including one reserved for disabled users.
- 2.2 The plans originally submitted have been modified to include a lift, so that disabled people have access to the first floor office accommodation, and to reposition the bin store so that a tree on the northern boundary can be retained.
- 2.3 The intended occupier is Brokk Ltd, a firm currently based in Kendal, which imports and manufactures remote controlled robots used in the demolition and nuclear industries. It is expected that 10 people would be employed on the site.

3.0 Site History

3.1 The premises have been used in the past for the storage of vehicles and have established use rights for storage purposes.

Application Number	Proposal	Decision
1/78/526	Outline application for erection of a detached bungalow	Refused
1/78/1119	Change of use of derelict corrugated iron Dutch barn to temporary storage for new cars	Refused
95/01212/ELDC	Certificate of lawful use for use of buildings and land for storage of new and used motor vehicles and components	Approved

4.0 Consultation Responses

4.1 The following responses have been received from statutory consultees:

Consultees	Response
Warton Parish Council	Object, on the grounds that the premises have never been used as a workshop, only for storage purposes and the site is not considered suitable for this use. They are concerned about the heavy plant which would be needed to transport machinery to and from the site. The surrounding road structure is not suitable for heavy traffic and the development would adversely affect nearby residents. They draw attention to the concerns expressed by Lancashire County Council about traffic.
County Council highways	Concerned that visibility at the access on to Sand Lane is severely substandard, and traffic speeds along this road are a problem. They note that there is an established use here but point out that the floorspace available as a result of the development will be significantly increased. If permission is granted they require either: <ul style="list-style-type: none"> - Visibility splays of 2.4 x 90m either side of the entrance, which will be difficult to achieve as they require land outside the applicants' control; or - Funding for off-site works to reduce traffic speeds, such as interactive warning sites. The approximate cost of these works would be £14,000. With these, visibility splays of 2.4 x 45m would be acceptable. If permission is granted, provision needs to be made of secure cycle storage and parking for one motorcycle.
Environmental Health	Ask for a construction hours condition, and also a restriction on the operating hours of the business to 08:00 - 18:00 Mondays to Saturdays with no operations on Sundays or public holidays. They point out that the site is within a Radon Gas affected area and that appropriate measures will be needed to control it. A condition is also recommended to cover any unforeseen land contamination.
Tree Protection Officer	There are hawthorn and blackthorn hedges around the site, and a hawthorn and sycamore on the northern site boundary. Asks for an arboricultural survey (this has been referred to the applicant's architect).
Access Officer	Internal layout of building as submitted was unsatisfactory, as the office would not be accessible to wheelchair users (this issue has been addressed in the amended plans).
Arnsdale/Silverdale AONB Executive	Object to the proposal, on the grounds that while the building is an improvement on what is there at present it will have a negative impact on the landscape of the AONB. They are also concerned about traffic to and from the site. They consider that the form of development proposed would be more appropriate elsewhere.

5.0 Neighbour Representations

5.1 In total 59 letters and emails have been received from people living in the area, mostly in Warton, objecting to the development on the following grounds:

- Dangers associated with speeding traffic on the road
- The site is opposite a row of houses and within an Area of Outstanding Natural Beauty, and is not suitable for this form of development
- The buildings on the site were last used for storing cars, not as workshops
- The use proposed is more suited to an industrial estate
- The business operated by Brokk UK Ltd could result in toxic waste being brought on to the site
- Inadequate off street parking for people employed on the site
- Awkward road access via Carnforth and Millhead, unsuitable for large vehicles
- Possible flood problems
- Light pollution
- Possible disturbance from security alarms.

Geraldine Smith MP has written to draw attention to the concerns expressed by her constituents about the proposal.

5.2 Several neighbours complain that the proposal has not been advertised adequately because the site notice is displayed in a place that is difficult to see and was put up some time before individual neighbours were notified of the application.

5.3 Warton Village Society object to the proposal, on the following grounds:

- Detrimental to the AONB
- 5.4
- Detrimental to the character of the area, as what is on the site is an agricultural building
 - Inappropriate location, because of the road access
 - Increased traffic movements
 - Increased noise from activity on the site
 - Adverse effect on residents
 - Overbearing development in a residential area.

Councillor Dent has drawn attention to the concerns of residents of Sand Lane, and advises that a petition against the proposal is being circulated locally.

5.5 Councillor Fishwick, in her capacity as the County Councillor for the area, is concerned both about the traffic implications of the development and its impact on the landscape. She also raises the issue of security lighting and its impact on the immediate area.

5.6

6.0 Principal Development Plan Policies

6.1 Policy SC3 of the Core Strategy states that the Council will identify local employment needs and opportunities for meeting them, and encourage appropriate employment development within villages. Warton is not one of those villages identified as having a full range of services (it has no doctor's surgery), but it is a substantial community.

6.2 Policy E3 of the Lancaster District Local Plan requires that development in or adjacent to AONBs should not adversely affect their character or harm the landscape quality, and that any development permitted must be of an appropriate scale and use materials appropriate to the area. Policy R21 states that the Council will, where appropriate, require access provision for people with disabilities.

7.0 Comment and Analysis

7.1 Several neighbours point out that the Certificate of Lawful Established Use granted in 1995 referred to use for storage, rather to a workshop and argue that no form of industrial use should be allowed here. However where the total floor space is less than 235 sq meters the Town & Country Planning (General Permitted Development) Order 1995 states that planning permission is not required to change from storage to "business" use, which includes light industrial use, offices not dealing with the general public, and research and development activities.

- 7.2 In this case the floor space of the existing buildings on the site is just under 200 sq metres, well within this allowance. It would therefore be possible to use the existing premises for light industrial or office use without any need to apply for planning permission. While the new building is much larger than the present ones, it would be unreasonable to rule out such a use in this location.
- 7.3 Claims have been made by the owner of the nearby garage that there are restrictive conditions requiring that the buildings should be used only for storage, and that no repairs should be carried out on the site. These do not, and never have, applied to the buildings which are the subject of the present application. They were associated with a three year limited period consent granted in 1979 (no. 1/79/155) which refers to a "derelict corrugated iron Dutch barn" at Corfe Farm. The permission concerned expired in 1982 and was not renewed, so it is irrelevant to the present application.
- 7.4 The two storey building proposed would clearly be more prominent within the landscape than the existing ones, but in visual terms it would be an improvement. The architects responsible have taken some trouble to design a traditional style building rather than a standard industrial unit. Despite the concerns of the AONB Executive, it is difficult to argue that the building proposed is in itself inappropriate.
- 7.5 The industry involved is a technically advanced one of a kind which is clearly capable of offering benefits to the local economy. As some of the robots supplied by Brokk are used in the nuclear industry, the concern of residents about pollution is understandable. According to the applicant's agents, robots supplied to the nuclear industry are never returned after use; they have to be abandoned on site with other contaminated equipment. The nuclear industry is subject to strict regulation. No purpose would be served by trying to use the planning system to duplicate the work of other agencies and the Council's planning enforcement staff do not have the relevant qualifications or experience.
- 7.6 The questions of some neighbours about the adequacy of the off street car parking will be noted but the provision shown is consistent with the County Council's standards. Although there is no bus route along Sand Lane itself there is a regular bus service nearby at Town End, where it joins Mill Lane and Main Street. The internal layout of the building allows ample room for secure cycle parking.
- 7.7 The main issue of concern is therefore the access. The site is just beyond the brow of a hill so visibility to the east is restricted. Sand Lane is completely straight for most of its length; as traffic is usually light drivers often exceed the official 30mph limit. In addition the highway network serving the area is not well suited for access by large vehicles. The most direct access to the A6 road is through the centre of Carnforth and Millhead, where there are two low railway bridges and a narrow bridge across the River Keer.
- 7.8 In response to concerns about the traffic generation potential of the site, the applicant's architect has provided additional information on the amount of traffic the site is expected to generate (see the appendix at the end of this report). It will be seen that most of the robots are relatively small; they can be accommodated a normal passenger lift, and can be transported on the back of a car trailer. Only the larger models will require a larger vehicle, described as a fixed wheelbase truck. It is not anticipated that any of the equipment will require the use of an articulated vehicle; however their use by third party deliveries cannot be ruled out absolutely. They therefore argue that a condition restricting the size of vehicle used would be unduly onerous. The applicants have however agreed to the principle of contributing a sum of money towards highway improvements. Including traffic calming.
- 7.9 The application does involve a significant increase in floorspace over what is currently on the site, from approximately 200 sq metres to 450 sq metres. This could be seen as an argument for refusal. There is clearly a possibility that a successful business of this kind will grow and there is little scope for further expansion on the existing site. Nonetheless the present proposal is consistent with the range of uses which could be operated from the existing accommodation.

8.0 Conclusions

- 8.1 Taking all these factors into account, it is recommended that permission should be granted subject to the conditions set out below. It will be seen that these require the applicant to pay for traffic calming

measures on Sand Lane.

- 8.2 The conditions also include one controlling external lighting, which was one of the issues raised by residents at the last Committee meeting, and one requiring that the first 5 metres of the car park from the road should be hard surfaced, partly to prevent loose gravel from the car park being spread into Sand Lane and partly to ensure that a satisfactory wheelchair accessible route is available between the designated disabled parking space to the main entrance of the building.

Recommendation

That Planning Permission **BE GRANTED** subject to the applicant's agreeing in principle to contribute to the cost of traffic calming measures in Sand Lane, and the following conditions:

1. Standard three year condition.
2. Amended plans 7 May 2009.
3. Development to be carried out in accordance with the approved plans.
4. Samples of materials to be agreed.
5. Construction work to take place only between 08:00 and 18:00 Monday to Saturday.
6. Tree to be protected from damage while construction work is in progress.
7. Premises to be open for business only between 08:00 and 18:00 Monday to Saturday.
8. Secure cycle parking to be provided.
9. First 5 m of car park from the road to be hard surfaced.
10. Sight line visibility splays either side of site access to be agreed.
11. No development to take place before agreement to provide traffic calming measures on Sand Lane
12. Traffic plan for delivery/collection of equipment to be agreed.
13. No external lighting without prior consent of local planning authority.

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

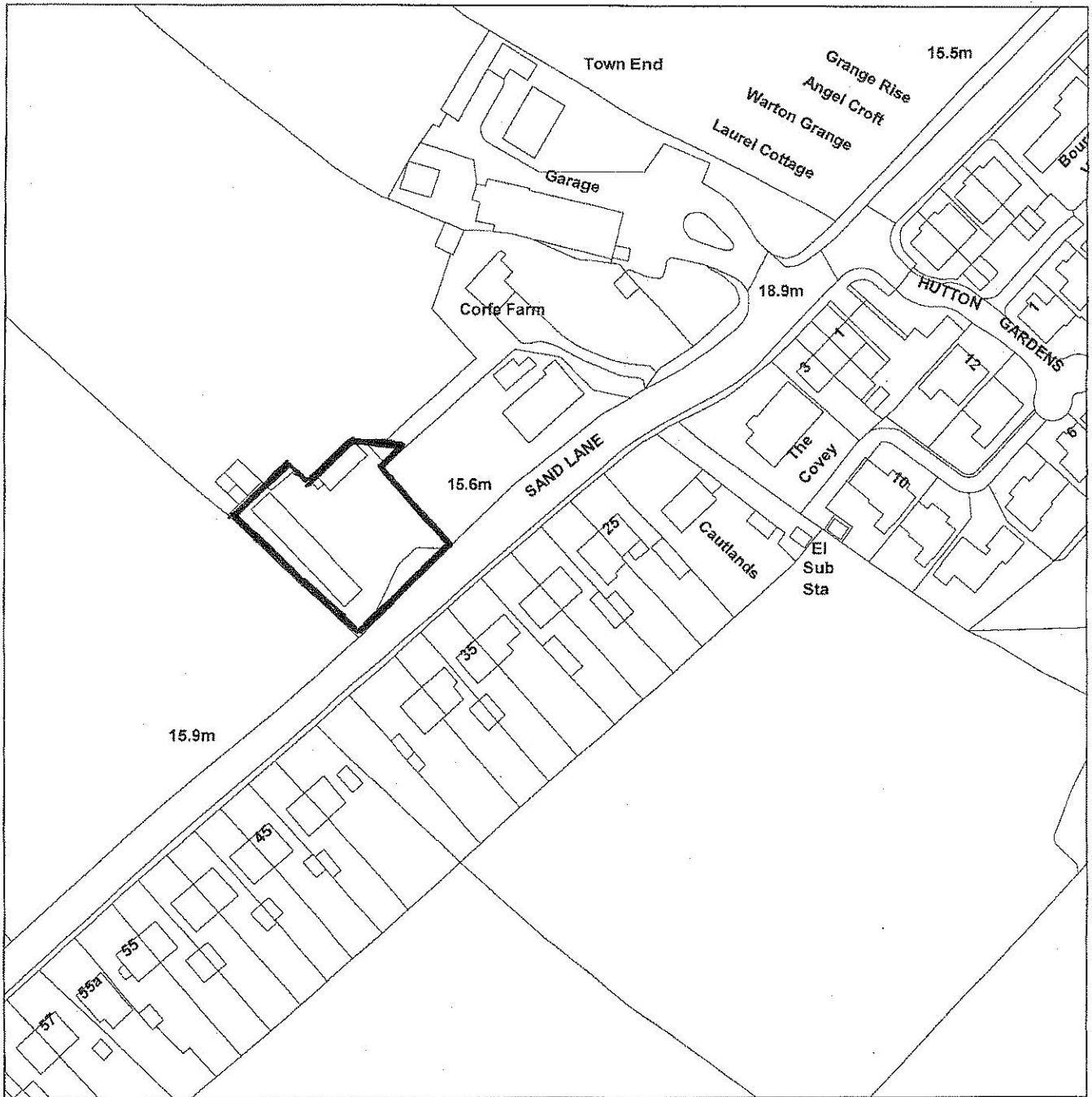
Email correspondence from the applicants' architect dated 18 May 2009.

Sand Lane, Warton

Application 09/00322/FUL



GIS by ESRI (UK)



Scale : 1:1250

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2000.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Produced using ESRI (UK)'s MapExplorer 2.0 - <http://www.esriuk.com>

Organisation	Lancaster City Council
Department	Planning
Comments	
Date	09 June 2009
SLA Number	078379 2003

Rivet, Peter

From: Kevin McFadyen [Kevin.McFadyen@jhallpr.com]
Sent: 18 May 2009 12:13
To: Rivet, Peter
Cc: lunevalleybuilders@yahoo.co.uk
Subject: RE: Application 09/00322/FUL - Sand Lane, Warton

Dear Peter,

Thank you for the email regarding the sizes of vehicle used for pick up and delivery on site.

The larger vehicle movements to the proposed building will have no measurable effect on the road network. It will simply not register on any scale. Incidentally the last user of the site generated significant heavy vehicle movements.

The actual numbers of the robots sold in a year is small, as they are high value specialist machines used for very specific purposes. The robots are manufactured by the parent company in Sweden. Most of the robots are delivered directly to the customers from the docks at Newcastle or Hull and will not be brought to Warton. A small number will be brought in during the year for final preparation.

The actual vehicle movements are expected to be very low as listed below:-

- 5 persons per day by car, some with trailers.
- Postal delivery 1 per day
- Transit van 2 daily to pick up parcels
- Fixed wheelbase truck 1 per month (see below)
- Company managers/staff training/inspection visits up to 10 people by car 1 or 2 times per year.

There are several alternative ways of transporting the robots between sites; The smallest models, Brokk 50 & 90 are all transported on a car trailer or alternatively a pickup van, while the larger models 180 & 330 will only need a fixed wheelbase truck.

It is possible although not planned or encouraged that when using 3rd party transport companies there theoretically could be a one off delivery to the site by an articulated vehicle. It would be onerous in this exceptional circumstance out of the client's control that he could fall foul of a restriction on vehicle size. Given the negligible larger vehicle movements to the site our client feels it would be inappropriate to impose a restriction on the size of vehicle.

Kevin McFadyen

HARRY WALTERS & LIVESEY
CHARTERED ARCHITECT

☎: 01772 706696

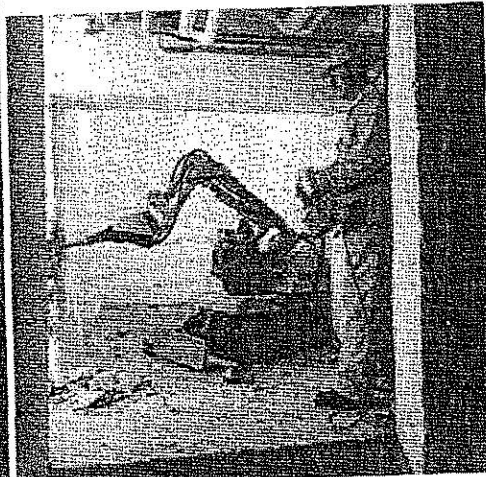
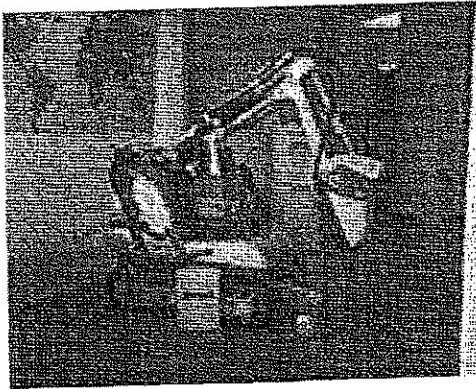
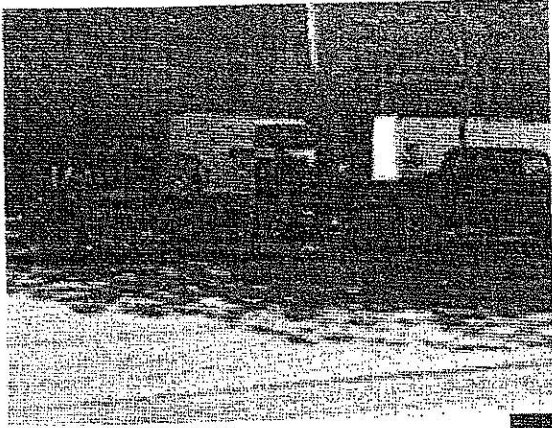
☎: 07899 732280

✉: kevin.mcfadyen@jhallpr.com

NOTES ON THE BROKK ROBOTS

Its small dimensions allow a Brokk machine to pass through narrow doorways, windows, furnaces, elevator shafts etc. The smallest machine can be transported in a standard passenger lift or even climb up and down ordinary stairways. The machines are electrically driven apart from one which is diesel.

18/05/2009



<p>Agenda Item A7</p>	<p>Committee Date 29 June 2009</p>	<p>Application Number 09/00247/FUL</p>
<p>Application Site The Lilacs Nether Kellet Road Over Kellet Carnforth</p>	<p>Proposal Erection of extensions and alterations</p>	
<p>Name of Applicant Mr Paul Jackson</p>	<p>Name of Agent Mr David Hacking</p>	
<p>Decision Target Date 18 May 2009</p>	<p>Reason For Delay None</p>	
<p>Case Officer</p>	<p>Mr Daniel Ratcliffe</p>	
<p>Departure</p>	<p>No</p>	
<p>Summary of Recommendation</p>	<p>Grant permission with conditions</p>	

1.0 The Site and its Surroundings

- 1.1 This application was considered by the Planning Committee at its meeting on 8 June. A decision was deferred, to allow Members an opportunity to visit the site. It was originally expected to be determined under delegated powers but was placed on committee at the request of Councillor Mace due to the concerns raised by local residents.
- 1.2 The application site is situated on the western fringe of the rural settlement on the south side of Kellet Road, which links the village of Over Kellet to neighbouring Carnforth. The site is within the Over Kellet Conservation Area. The buildings in the surrounding street vary in size and design but are largely residential, some of which take the form of converted farm buildings. There are a number of Listed Buildings within the village and the neighbouring building to the east of the site is one of these.
- 1.3 The existing dwelling is set back from the road in comparison with the two neighbouring properties either side. The property is detached with gardens to the front and rear, driveway access to the side and a detached double garage to the rear side. The building is a relatively modern design with a painted cream render exterior, grey concrete roof tiles and white upvc windows. In its existing form the building adds little to its Conservation Area setting.

2.0 The Proposal

- 2.1 The proposed scheme involves the redesign of the property as well as an extension to the rear, in both two storey and single storey form. In all, the proposal will convert the property from a 4 bed to a 6 bed one of which will have en suite facilities.
- 2.2 The rear extension aside, the footprint of the original building will be increase largely as a result of the width of the property being increasing by over 2 metres.

- 2.3 The front elevation will have a significantly different appearance. The height of the building will increase by 1.7 metres and 1.3 metres (ridge and eaves respectively) and there is no avoiding the fact that the property will [from Kellet Road] present the appearance of a three storey building. This is mainly due to the use of the 'gables' which project through the eaves and will allow the use of the loft as additional bedroom space.
- 2.4 Two new windows at first floor level are proposed within the east side elevation. These windows will serve a main bathroom and an en suite bathroom and although not detailed as obscure glazing this can be conditioned.
- 2.5 The two storey extension to the rear will be the width of less than half the rear elevation and will project 5 metres from the rear elevation. The ridge height will be lower than the main section of the proposed dwelling to present a subservient or reduced appearance. There are no side windows proposed in the first floor of the extension which may have overlooked neighbouring properties. The ground floor of the extension, which will be used as the family kitchen, does however propose windows in both side elevations. To the rear of this a garden room is proposed with glazing on each elevation. This will extend an additional 3.7 metres. The roofs of each the extensions will be pitched to match the main dwelling and materials will be consistent with others proposed.
- 2.6 The plans detail the proposed materials as roughcast render, slate roof, timber windows and sandstone heads, reveals and sills.

3.0 Site History

3.1 None

4.0 Consultation Responses

4.1 The following responses have been received from statutory consultees:

Statutory Consultee	Response
Parish Council	Object - Out of keeping with adjacent properties. Not in sympathy with existing rooflines, intrusive and will detract from the visual amenity of the area.

5.0 Neighbour Representations

- 5.1 Objections have been received by the residents of the two neighbouring properties both of which primarily relate to the scale of the extension.
- 5.2 A neighbour at Brookside Cottage has objected on the basis that approval of the application will result in a loss of light to the rear garden of the property due to the scale of the extension proposed. In addition to this it is considered some of the proposed windows would overlook this area.
- 5.3 Further objections from the same neighbours and a further Over Kellet resident also refer to the potential use of the property, by the applicant in the future, as some form of commercial development. Such a proposal would require a separate application for change of use and as such any reference to this has not been considered with this proposal.
- 5.4 Councillor Mace was unable to attend Committee on the 8th June. He asks that, should permission be granted, a condition be added restricting the use of the development to Use Class C3 (Dwelling House). He also has concerns regarding the height of the building in the Conservation Area.

6.0 Principal Development Plan Policies

- 6.1 The following policies shall be taken into consideration. Policy E39 of the Local Plan relates to alterations and extension to buildings within Conservation Areas. It states proposals will be permitted provided they do not result in the loss or alteration of features which contribute to the special character of the building and area; and the design, scale, form and quality of the proposal is sympathetic to the character of the building and area.
- 6.2 Policy H7 refers to housing and development in rural settlements, such as Over Kellet. It states that development should not have a significant adverse effect on the character of the settlement, surrounding landscape, or the amenities of nearby residents.
- 6.3 Supplementary Planning guidance Note 12: The Residential Design Code offers general guidance and design principles.

7.0 Comment and Analysis

- 7.1 As mentioned earlier there is no uniformity in design or scale in this part of the village. The existing dwelling is very 'ordinary' in design and arguably the revised design is more interesting and adds to the quality of the conservation area. Pre application discussions took place with officers and the architect was adamant that he was attempting to introduce a radical design rather than simply replicate the features of the existing property. These discussions also produced some minor amendment to the design features and the removal/amendments to overlooking windows.
- 7.2 With regard to the detailed design and those concerns raised by neighbours It is considered that the proposed east side windows serving the kitchen are acceptable due to the both the distance to site boundaries and neighbouring buildings and the existing boundary treatment. The distance to the west boundary is over 10 metres. To the east boundary the ground level rises to the neighbouring site and the boundary is lined with a hedge and various plant species. It has also been considered that the applicants could, if they so wished, erect a 2 metre high boundary fence along this boundary under permitted development.
- 7.3 Although the width of the property has increased, parking will still be made available to the side of the property and furthermore access to the garage at the rear will be retained.
- 7.4 The architect has provided a number of sketches which show a perspective sequence of the proposed building in context within the street and wider setting. It is accepted that when viewed directly the property is larger than its neighbours. That said It is considered these sketches provide a useful perspective in to how the finished proposal would sit and marry in to the street scene and they will be available at the committee meeting.
- 7.5 The applicant has heeded the concerns of the neighbouring residents with regards to the use of the property as anything other than a dwelling house. The applicant has asked that, should the application be recommended for approval, a condition be used to restrict the use of the property to a dwelling house only (Use Class C3).

8.0 Conclusions

- 8.1 Consideration has been given to the average design of the existing dwelling on the site and this opportunity to improve the appearance of the property in a Conservation Area setting. The scale of the extension is considered acceptable given the distances and orientation to neighbouring properties. With regard to these and the above considerations it is recommended that the application be approved.

Recommendation

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

1. Standard 3 year time limit
2. Development in accordance with approved plans
3. The front elevation shall be finished in traditional stone, details to be agreed
4. Details of stone heads, reveals, sills, drip mouldings and verge copings to be agreed
5. Details of the roof eaves, ridges and verges to be agreed
6. Colour of render to be agreed
7. Use of a slate roof details to be agreed
8. Finishes of external woodwork to be agreed
9. Windows on the first floor of the east elevation to be fitted with obscure glazing only
10. Limitation to Use Class C3 (Dwelling House)

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

1. None

<p>Agenda Item A8</p>	<p>Committee Date 29 June 2009</p>	<p>Application Number 09/00373/VCN</p>
<p>Application Site Blackthorne Cottage, Borwick Road, Capernwray, Over Kellet</p>	<p>Proposal Variation of condition 3 of planning consent 02/01203/REM from agricultural occupation to occupancy in association with the equestrian enterprise on the site</p>	
<p>Name of Applicant John McCarthy</p>	<p>Name of Agent Anthony Atkinson, Lincoln House, Lincoln Way, Sherburn-in-Elmet, Leeds, W Yorks LS25 6PJ</p>	
<p>Decision Target Date 24 June 2009</p>	<p>Reason For Delay Awaiting consultation replies.</p>	
<p>Case Officer</p>	<p>Peter Rivet</p>	
<p>Departure</p>	<p>No</p>	
<p>Summary of Recommendation</p>	<p>Approval</p>	

1.0 The Site and its Surroundings

- 1.1 Blackthorne Cottage is a two storey house of traditional appearance on the west side of the road from Borwick to Arkholme, opposite Capernwray Hall. It is accessed off the road at the same point as the owner's holiday caravan site.
- 1.2 The surrounding area is open countryside, though the house and stables are concealed from the road by a wall and a belt of trees.

2.0 The Proposal

- 2.1 The dwelling was originally approved subject to an agricultural occupancy restriction, which the applicant wishes to see replaced by one restricting it to occupation in association with the adjoining riding stables. Permission has been granted for its use by the manager of the stables to live there, but only on a temporary basis.
- 2.2 Mr McCarthy wishes the temporary consent to be replaced by a permanent one. He has provided financial information from his accountants with the application in order to demonstrate that the business is profitable.

3.0 Site History

- 3.1 The house was built as accommodation for a chicken farmer who, unfortunately, died before it was completed. Subsequently it and the adjoining farm buildings were acquired by Mr McCarthy who converted them into an equestrian centre.
- 3.2 In 2007 the City Council granted consent, retrospectively, for the use of the house by "a person solely or mainly employed in the management of the adjoining stables, or a widow or widower of such a person", it being specified that the dwelling should revert to agricultural or forestry use on or before 31 March 2010 unless a further consent was granted.

Application Number	Proposal	Decision
01/00634/OUT	Outline application for one agricultural worker's dwelling	Approval
02/01203/REM	Reserved matters application for one agricultural worker's dwelling	Approval
06/01419/CU	Change of use of agricultural buildings to equestrian use, and the provision of a midden and a ménage	Approval
07/00056/FUL	Variation of occupancy condition no. 3 of 02/01203/REM	Limited period consent

4.0 Consultation Responses

4.1 The following responses have been received from statutory consultees:

Statutory Consultee	Response
Over Kellet Parish Council	Have reservations about the proposal. They are concerned that should the equestrian enterprise cease to exist, there may be proposals for further holiday accommodation on the site. They suggest that permanent consent should be granted only in 2010, when the present temporary consent expires.
County Council highways	No highway observations on the proposal.
County Council Rural Estates	Does not support the application, on the basis that it is premature. A copy of the letter setting out their reasoning appears at the end of this report.
Environmental Health	No objections.

5.0 Neighbour Representations

5.1 None.

6.0 Principal Development Plan Policies

6.1 Policy SC1 of the Core Strategy sets out criteria for sustainable development and encourages the use of existing buildings.

6.2 The policies in the Lancaster District Local Plan most relevant to the proposal are H8, which states that new dwellings in the countryside outside identified settlements must be essential to the needs of agriculture, forestry or other uses appropriate to a rural area; and H9, which says that proposals for the removal of agricultural occupancy restrictions will not be permitted, unless it can be shown that the dwelling is not required to meet the needs of any agricultural or forestry enterprise in the locality for key worker housing.

6.3 Account has also to be taken of central government advice as set out in PPS7 (Planning Policy Statement: Sustainable Development in Rural Areas).

7.0 Comment and Analysis

7.1 In most cases of this kind, an application for permanent consent is only submitted towards the end of the three year trial period, once the viability of the business has been established. This one is unusual as the stables have only operated for a relatively short period.

7.2 The County Council's Land Agent confirms that the business has, so far, made a profit. However he argues that central government advice as set out in PPS7 requires that in cases like this one the enterprise has to have been established for three years, in order to demonstrate that it is viable. This is not just a matter of showing that it is capable of making a profit; it has to be shown that the business is financially sound and has a clear prospect of remaining so. He does not consider that the 15 month period for which accounts are available is sufficient to demonstrate that this is the case. In this instance the business did not commence trading in its present form until August 2007. He regards the proposal as premature, and does not feel able to support it.

- 7.3 The implication of this is that the applicant should wait another eighteen months before applying for a permanent consent. However if he were to do this he would still be able to argue, regardless of what happens during that period, that the business been profitable for one of the three years. On that basis, he would be able to fulfil the requirements of PPS7.
- 7.4 This application does not involve a caravan or a chalet providing temporary accommodation. Blackthorne Cottage is a permanent dwelling, which will continue to be there regardless of who is allowed to occupy it.
- 7.5 Members will note the reservations of Over Kellet Parish Council about the possibility of the applicant wishing, in the long term, to use the site for additional holiday accommodation. However they are based on hypothetical circumstances. Any proposal for holiday caravans or chalets, if one were to be submitted, would have to be considered on its merits.

8.0 Conclusions

- 8.1 On the basis of the information supplied, the equestrian business is profitable. While it is difficult to predict the effects of the current recession on the demand for stable facilities, there is no obvious reason why it should not remain so.
- 8.2 It is therefore recommended that despite the reservations set out in the letter from the County Council's Land Agent, permission should be granted.

Recommendation

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

1. Dwelling to be occupied by a person or persons involved in the adjoining equestrian business.

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

1. Letter from County Council Property Services dated 10 June 2009.

tel (01772) 536871
 fax (01772) 533165
 e-mail david.ensor@lancashire.gov.uk

Mr P Rivet
 Planning Advice Team
 Lancaster City Council
 Planning Services
 PO Box 4
 Town Hall
 LANCASTER
 LA1 1QR

Your ref 09/00373/VCN
 Our ref PG/LA/DE/1/22/7723/LK
 Date: 10 June 2009

Dear Mr Rivet

**APPLICATION NUMBER 09/00373/VCN
 BLACKTHORNE COTTAGE, BORWICK ROAD, CAPERNWRAY, CARNFORTH,
 LANCASHIRE
 GRID REFERENCE 354265 471907**

I refer to your consultation letter concerning the above application and have the following observations to make:

Introduction

A planning application has been submitted by Mr J McCarthy for the variation of condition number 3 of Planning Consent 02/001203/REM to vary the condition from the agricultural occupancy condition to an occupancy condition in association with the equestrian enterprise at the site.

A site inspection was made on 3 June 2009 when the applicant's business Partner, Mrs C Cartmel and the applicant's agent were present. Information provided at the meeting, together with written submissions form the basis of this report.

Background Information

The applicant I am informed purchased Blackthorne Cottage in October 2005 and since the purchase an equestrian unit has been established, which is run by Mrs C Cartmel who is in partnership with the applicant in the business known as Castle View Equestrian.

I am informed that Mrs Cartmel and her husband live at Blackthorne Cottage which is rented from the applicant.

Continued ...

The planning application is for the variation of Condition Number 3 on Planning Consent 02/001203/REM to vary the condition from the agricultural occupancy condition to an occupancy condition in association with the equestrian enterprise at the site.

Previous Planning Applications

I am aware that Lancashire County Council, Property Group has been consulted on several applications concerned with development at Blackthorne Cottage.

The most recent applications are as set out below:

Application Number	Description	Decision
99/00268/OUT	Outline application for erection of one dwelling for an agricultural worker.	Refused 15 February 1999.
01/00634/OUT	Outline application for one agricultural worker's dwelling.	Approved 29 August 2001.
02/01203/REM	Reserved matters Application for the erection of one agricultural worker's dwelling.	Application Approved 19 November 2002.
06/01419/CU	Change of Use for agricultural buildings to equestrian use and the provision of a midden and ménage.	Approved 19 February 2007.
07/00056/FUL	Variation of occupancy condition number 3 of Planning Consent 02/01203/REM.	Planning permission approved. 19 March 2007.

The application 07/00056/FUL was granted subject to the following conditions:

- i) That the permitted use will cease on or before 31 March 2010 unless and further consent has been granted.

Reason: to allow time for stables to be established as a viable business.

- ii) The occupation of the dwelling should be limited person solely or mainly employed in the management of the adjoining stables or a widow or widower of such a person or to any resident dependents.

The Existing Situation at Blackthorne Cottage

i) The Land

This is an equestrian unit consisting of 9.7 hectares (24 acres) of land all contained within a ring fence. In addition there is a residential dwelling which was constructed as an agricultural workers dwelling.

ii) Equestrian Buildings

Buildings on the site are as follows:

- Building No: 1 a four bay building constructed of concrete block walls with part box profile clad sides and a box profiled clad roof. The building has a concrete floor. The Building has nine concrete block stables, a wash bay and a tack storage area;
- Building No: 2 a traditional stone building with box profile clad roof and concrete floor. This building houses two stables;
- Building No: 3 former poultry building, having box profile clad sides and roof, and having concrete floor. This building has a lean-to of similar construction. The building houses 19 concrete block stables and wash-bay, tack storage area, and within the lean-to storage area for feeding and bedding materials;
- Building No: 4 ménage, having a timber post and rail fence to perimeter used for outdoor exercise and schooling;
- Building No: 5 exercise ring, constructed of a metal frame and used as a confined exercise area.

The Equestrian Enterprise

Mr McCarthy owns and manages four holiday caravan sites, two of which are adjacent to the Blackthorne Cottage site.

The applicant is a partner with Mrs C Cartmel in the equestrian business, known as Castle View Equestrian. The business has 30 stables and is involved in providing livery accommodation for horses either on a full or part livery basis. In addition, injured horses are rehabilitated at the equestrian centre.

At the time of my inspection there were approximately 10 horses at DIY livery and approximately 20 horses at either 50% livery, full livery, or schooling livery.

I am informed that the applicant oversees the running of the business and provides capital for the business and that Mrs Cartmel runs the day to day operations, the administration work and with her contacts, encourage them to use their business.

I am informed that the rehabilitation of injured horses is an increasing need and that local veterinary surgeons use the equestrian centre when injured horses require bandage changing, the administration of injections and antibiotics administering, and where they require general rehabilitation such as exercising on a controlled basis.

The Planning Application

The planning application is for a variation of Condition Number 3 of planning consent 02/001203/REM to vary the condition from the agricultural occupancy condition to an occupancy condition in association with the equestrian enterprise at the site.

The planning consent under application number 02/01203/REM contained the standard agricultural occupation clause in that the dwelling shall be limited to a person solely or mainly employed in agriculture, or a widow or widower of such a person. Since that time, Blackthorne Cottage has changed ownership and is now occupied in conjunction with the equestrian use at the site.

The planning consent of March 2007 Application No: 07/00056/FUL varied the occupancy condition of the previous consent to that of being limited to a person solely or mainly employed in the management of the adjoining stables or a widow or widower of such a person and that consent was time limited by Condition Number 2 which stated "the use hereby permitted shall cease on or before 31 March 2010 and the dwelling shall revert to occupation only by a person employed in agriculture or forestry, unless a further consent has been granted by the local planning authority". The reason for this condition was said to be to allow the stables to be established as a viable business.

Assessment

From my inspection it was apparent that all the buildings, together with the land are still used for equestrian purposes either on full livery, DIY livery or part livery and that the premises are also used for a rehabilitation unit for injured horses.

Permission for changing the occupancy condition has been granted for a temporary period and the current application relates to the variation on a permanent basis.

When assessing the application of the temporary variation of the original condition it was accepted that the activities met the functional test required by paragraph 4 of annex A of PPS7 and the reasons for the temporary consent were imposed to allow the applicant time for the stables to be established as a viable business.

Therefore in order to establish whether the enterprise is economically viable, it is necessary to consider the financial test, as referred to in paragraph 3(iii) of Annex A of PPS7.

In this respect, the enterprise should have been established for at least three years and at least one of those years should have been profitable. In addition it is necessary to demonstrate that the enterprise is currently financially sound and has a clear prospect of remaining so.

Whilst the consent for the variation under application No: 07/00056/FUL was dated March 2007 it appears that the business did not commence trading until August 2007. Therefore at the present time, the enterprise has not yet been established for three years. In my opinion the application is therefore premature as it does not meet this criterion.

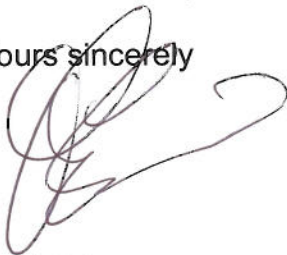
The accounts submitted with the application are for the period 1 August 2007 to 31 October 2008.

I was informed that these accounts took in a period when only 21 of the 30 stables were occupied and that the level of profitability has been affected by this occupancy rate. Whilst the enterprise has made a profit, and I am informed that the current year should produce a profit to reflect the 100% occupancy. However given that the accounts provided are for a 15 month period, and taking into account the related level of profit I am of opinion that at present the financial test is not satisfied.

I consider that the financial viability could be better assessed once the three years accounts have been provided.

I would be obliged to receive a copy of the Decision Notice in due course.

Yours sincerely



David Ensor
Senior Assistant Land Agent
On behalf of the Director of Property

<p>Agenda Item A9</p>	<p>Committee Date 29 June 2009</p>	<p>Application Number 09/00527/OUT</p>
<p>Application Site Ellel Institute Stoney Lane Galgate Lancaster</p>	<p>Proposal Demolition of existing institute building and erection of 2 semi-detached dwellings</p>	
<p>Name of Applicant Mrs Kath Coleman</p>	<p>Name of Agent Mr Greg Gilding</p>	
<p>Decision Target Date 24 July 2009</p>	<p>Reason For Delay None</p>	
<p>Case Officer</p>	<p>Mrs Jennifer Rehman</p>	
<p>Departure</p>	<p>None</p>	
<p>Summary of Recommendation</p>	<p>Recommendation of Approval, subject to the submission of a detailed Flood Risk Assessment and the comments of the County Highways and the Environment Agency.</p>	

1.0 The Site and its Surroundings

- 1.1 The application site relates to the Ellel War Memorial Institute situated on Stoney Lane, approximately 50 metres from the main crossroads in Galgate (Main Road (A6), Stoney Lane, Chapel Lane and Salford Road). The Institute is a large two storey building, built around the mid 1800s constructed in stone under a slate roof with Gothic architectural details. The Institute covers a site area of 293 square metres with the existing building set back from the adjacent road and slightly elevated. The Institute is currently occupied by Galagte Pre-school playgroup and owned by the Parish Council.
- 1.2 Immediately west of the site is a commercial garage with the Spar shop beyond, fronting the A6 in the centre of the village. To the east, a pair of stone built semi-detached cottages abut the site, and directly opposite the Institute are more modern semi-detached dwellingshouses. The garden of No. 73 Main Road runs alongside the rear of the application site with other neighbouring gardens beyond.
- 1.3 The application site is in a sustainable position with good access to bus services to Lancaster and Preston. The M6 Motorway can be accessed via junction 33 approximately 1 mile due south.
- 1.4 The site is within the physical built-up area of Galagte village but allocated in the Lancaster District Proposals Map as countryside area. To the north of the application site a culverted main river runs adjacent to the northern boundary before running under and crossing the adjacent road. Consequently, the site is located within Floodzone 2.

2.0 The Proposal

- 2.1 The submitted application forms part of the Parish Councils wider plans to provide the new village hall to the rear of the Plough Inn, which has the benefit of planning permission and has also received lottery grant funding. The sale of the land where the existing Institute sits is an important part of the funding process for facilitating and securing the implementation of the new village hall project.
- 2.2 The applicant seeks outline planning permission for the demolition of the Ellet Institute and the erection of two semi-detached dwellings with off street parking to the side and amenity space to the front and rear.
- 2.3 The application provides details of the layout and scale of the proposed development with the footprint of the development less than the original Institute building. The proposed dwellings are approximately 6.7m deep by 6.1m wide, with a ridge height of 7.1m. Two off street parking spaces are proposed to either side of the dwellings, together with the incorporation of a 1m footway.
- 2.4 Some of the details of the new dwellings as shown in the application do raise concerns and can be substantially improved, particularly the design of the front elevation and the fenestration detail. However given the proposal has been submitted in outline form, with all matters reserved, there is no reason to seek changes at this stage.

3.0 Site History

- 3.1 The current application is a resubmission of planning application 09/00260/OUT which proposed the demolition of the existing building and the erection of a building containing four flats. This application was recently withdrawn due to concerns relating to over development of the site and highway safety concerns.
- 3.2 The applications listed below are relevant to the present proposal:

Application Number	Proposal	Decision
07/00044/FUL	Erection of a new village hall, Galgate Cricket Club Pavilion.	Permitted
09/00260/OUT	Demolition of the existing Institute building and the erection of four flats	Withdrawn
04/00841/FUL	Construction of a new access to the front yard and the construction of a new ramp.	Permitted

4.0 Consultation Responses

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

Statutory Consultee	Response
United Utilities	No objections provided the site is drained on a separate system.
Environment Agency	Object on the grounds of no Flood Risk Assessment and that the development would involve demolition and rebuilding within 8m of the edge of the culvert.
County Highways	No representations received at the time of compiling this report. Comments to be verbally presented to Committee Members
Environmental Health Service	No representations received at the time of compiling this report. Comments to be verbally presented to Committee Members
County Archaeologist	No representations received at the time of compiling this report. However the County Archaeologist previously recommended a building recording condition should the application be approved.

5.0 Neighbour Representations

- 5.1 Neighbouring residents have been notified of the development and a site notice posted adjacent to

the application site. To date no representations have been received. Any comments will be presented verbally at the Committee meeting.

6.0 Principal Development Plan Policies

6.1 The LDLP proposals map indicates that the application site is situated within an area of countryside. This allocation dictates, in part, the relevant policy considerations listed below:

6.2 Lancaster District Core Strategy

Policy **SC1: Sustainable Development**, seeks to ensure new development proposals are sustainable in terms of both location and design. This policy, albeit a generic overriding policy, states that sites should be previously developed and accessible to public transport, employment, leisure, education and community facilities.

Policy **SC3: Rural Communities** identifies Galgate as one of the 8 villages within the District where a 10% allocation of housing is accommodated to meet local needs.

Policy **SC4: Meeting the Districts Housing Requirements** seeks to manage and control the release of housing sites within the district in order to deliver and meet the housing requirements identified by the RSS.

6.3 Lancaster District Local Plan

Policy **H7** identifies Galgate as an existing rural settlement within which small-scale housing development will be permitted provided it is appropriate in terms of design and density and does not adversely affect the character of the area or residential amenity. This policy is partly superseded by the policies contained in the LDCS.

Policy **H12** sets out standards for new housing stating that proposals will only be permitted which exhibit a high standard of design, layout and landscaping and which use materials and features that are appropriate to and retain local distinctiveness.

Policy **E4** relates to new development within the countryside area stating that development will only be permitted where it is in scale and in keeping with the character of the landscape and is appropriate in terms of scale, siting, design and materials. It also seeks to ensure that development proposals will not have an adverse impact on nature conservation and to make satisfactory arrangements for parking and access.

Supplementary Planning Guidance 12 (SPG 12) sets out the Councils design and amenity standards for new residential development.

7.0 Comment and Analysis

7.1 In March 2007 Members approved the erection of a new village hall to the rear of the Plough Inn on the Galgate Cricket Pavilion site. In order for the Parish Council to implement this permission match funding, through the sale the application site, is required. These circumstances have instigated the submission of the current application.

The main planning considerations in the determination of this application involve highway issues, flood risk and general amenity issues associated with re developing the site.

7.2 Principle of the development

The principle of residential development in this location raises no objections in terms of the policies outlined in the Core Strategy. The site is in a sustainable positioned located within one of the eight main villages allocated for 10% of the Districts housing supply. In this regard there are no objections from a housing supply perspective.

The demolition of the existing Institute building will however be a significant loss, being one of the only historic buildings in the village constructed in 1844 as a war memorial. However, given the building is not listed or within a conservation area, resisting its demolition would be somewhat difficult from a policy point of view.

Whilst the proposal is for outline only, should Members be minded to accept the loss of this building, a planning condition requiring the new development to be constructed in re-used materials and architectural detailing from the original Institute, including the re-use of the historic plaques, would allow the new development to sit more comfortably in context with its surroundings. A building recording condition is also considered appropriate due to the buildings local and historic interest.

7.3 **Amenity**

The layout of the development results in the pair of properties projecting forward of the front elevations of neighbouring properties by approximately 1.5m. This is not considered an unreasonable projection and is unlikely to adversely affect the character and appearance of the streetscene given there is no established building line on this side of Stoney Lane. Nor will this have a significant adverse impact on neighbouring residential amenity. The purpose for projecting the development forward is to provide some private amenity space to the rear. The proposed gardens are between 3.8m – 3m deep, which is well below the Councils minimum standard, which stipulates that rear gardens should be at least 10m deep. The proposed gardens extend across the rear of the properties and provide just less than 40 square metres of private amenity space, again below the recommended 50 square metres. The proposal does however incorporate additional amenity space to the frontages to the properties.

7.4 **Access & Traffic**

The site at present has no vehicular access and no off-street parking. The building covers most of the plot with no footway between the site and the adjacent road. Any redevelopment of the site would have to improve this situation. The application site is only 50m to the traffic signals and junction in Galgate at a narrow point in the road where problems are further exacerbated by on-street parking on the opposite side of the carriageway. In view of these circumstances, the proposals incorporate two off street parking spaces together with a 1m footway running alongside the northern boundary of the site. The parking arrangement is clearly not ideal, as it will result in vehicles reversing out onto the road, and could still raise some highway concerns. However on balance, the provision of parking within the site is a significant improvement from what currently exists and would be a very difficult to substantiate a refusal of planning permission on these grounds.

The proposed footway is below the County Councils minimum standard. This should be 2 metres wide in order for pedestrians to pass safely and avoid conflict with passing traffic. At the time of compiling this report no comments from Lancashire County Highways had been received. Their consultation response will be verbally presented at the Committee meeting.

7.5 **Flood Risk**

The site is located within Floodzone 2 as identified on the Environment Agency's (EA) flood maps. The EA have objected to the development on the grounds of no Flood Risk Assessment (FRA) being submitted with the proposal and that the development would be within the 8-metre easement zone of the main river, which would preclude access for maintenance and/or repair. Consent from the EA would be required for any works, including the demolition or rebuilding of a building, within 8 metres of the edge of the culvert under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws.

The applicant has now provided a diagrammatic FRA which is currently being considered by the Environment Agency. The outcome of this will be verbally presented to Members at the committee meeting.

7.6 **Other Matters**

It should be noted that the pre-school nursery operating from the Ellet Institute is intended to be relocated to the new hall should the Parish Councils funding be successful in order to implement their village hall project.

8.0 Conclusions

8.1 The redevelopment of the application site raises some concerns regarding the loss of the existing building, flood risk and the slightly substandard level of amenity space about the proposed dwellinghouses. Of these it is critical that the concerns of the Environment Agency are addressed

before any permission is granted. Committee will no doubt also wish to take into account that permitting the development would allow the Parish Council to proceed with their new village hall project, which will deliver much needed and improved community facilities within the Parish.

- 8.2 Subject to the comments from County Highways and the Environment Agency, Members are advised that the principle of the development could be supported.

Recommendation

SUBJECT to the concerns of the Highway Authority and Environment Agency being satisfactorily addressed that Outline Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard time limit
2. Outline permission – full details to be submitted
3. Development to be carried out in accordance with the approved plans
4. Off street parking to be provided and retained at all times thereafter
5. The footway to be provided at retained at all times thereafter
6. All existing stone and architectural features, including existing stone plaques, to be carefully removed and stored securely for re use on the proposed development.
7. Removal of permitted development rights

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

1. None

Agenda Item A10	Committee Date 29 June 2009	Application Number 09/00401/FUL
Application Site 5 Manor Court, Brookhouse Lancaster		Proposal Erection of a lean-to extension to the side.
Name of Applicant Mr K. Murphy		Name of Agent Mason Gillibrand Architects
Decision Target Date 28.06.2009		Reason For Delay Awaiting consultation responses and Committee cycle.
Case Officer	M. Culbert	
Departure	No	
Summary of Recommendation	Refuse	

1.0 The Site and its Surroundings

- 1.1 This site is located within a prominent group of converted barns which are all curtilage buildings adjacent to the Grade II Listed farmhouse known as Caton Green Farm. The farm group lies within the Forest of Bowland AONB on the edge of the small hamlet of Caton Green, about half a mile to the northeast of Brookhouse village. Conventional modern residential properties lie to the north and west of the group, while open fields lie to its east and south. The application building lies at the rear of the group, but occupies a prominent position within the group, with the site of the proposed development in the centre of the vista formed by the four barns and dominating the view from the communal access to all three. This and the surrounding barn conversions have all been wholly contained within the original former agricultural structures retaining the historic and visual integrity of the group as the setting for the listed building and for its contribution to the character and appearance of the AONB.

2.0 The Proposal

- 2.1 This proposal is a full application to erect a single storey, lean-to, side extension, to the centre of the south side elevation of the barn facing the main access to the surrounding "farm group" development. The proposed extension would project approximately 3.6m out from the side of the barn, be approximately 5.3m long and 2.5m high at the northwest (forward) end of the eaves and 4.4m high at the forward end of its junction with the barn wall. The extension would be traditionally constructed in stone under a slate roof to match the existing building. The fenestration would be traditional in scale and form on the west gable and south side but with a band of interlinked conservation roof lights high on the roof plane and folding patio windows with timber boarding above on the east gable facing out over the fields to the rear. Beyond the patio windows would be a small terraced area surrounded by a low stone wall. The proposed development would extend one of the two dining areas within the barn to form a large dining/sitting room with the original intervening barn wall removed.

3.0 Site History

3.1 The recent history of this site is somewhat unfortunate in that it seems to involve a fundamental misunderstanding by the applicant of generic advice given by the Local Planning Authority. The applicant applied, without prior consultation, for Planning and Listed Building Consent for the erection of a timber framed conservatory in the same location as the current proposal. This proposal was considered to be inappropriate and the applications were refused. Subsequent appeals were also dismissed.

The Council's appeal statement contained the following advice, "A small lean-to extension which provided a slate roof and a predominance of stone over glazing **may** be considered more favourably on this property. Such extensions are **typically** designed as Shippons to incorporate the architectural and visual qualities generally associated with traditional former agricultural buildings. The objection to the location of the extension **may** be significantly **reduced** if a traditional extension, which would be integrated into the development more elegantly, is considered instead."(Bold type emphasises the spirit within which this advice was given and that it was clearly never intended to commit the Council to any particular course of action in relation to any given proposal.)

Following constructive discussions with the case officer substantially modified proposals on the lines suggested were submitted. However, after due consideration these revised proposals were still felt to be in conflict with the councils policies in terms of the visual impact of their location; the principle of an unnecessary extension to the living floorspace of an already adequate residential unit and; the precedent that such a development in this location would set for further similar extension within the group. In order to avoid further refusals therefore, these applications were withdrawn by the applicant to allow further dialogue to take place.

The applicant was subsequently advised that, after further consideration of all likely design options, it was felt unlikely that any extension on the south side of the barn would be able to be supported in policy terms. However, in an attempt to be constructive, the applicant was also advised that in this case, a modified scheme attached to the east gable, where it would have least visual impact on the building group, the Listed Building and the AONB Would be supported. In this location a scheme retaining the existing barn wall and featuring a substantial glazed area in the roof and outer wall, would conform to the councils policies and subject to the detail of the design, would be acceptable.

The applicant has declined to pursue this avenue, and is aggrieved by what he interprets as the council's change of mind. He has therefore resubmitted the scheme which he previously withdrew, seeking a formal determination against which he can appeal if necessary.

Application Number	Proposal	Decision
00/01115/CU 00/01116/LB	Change of use and conversion of barns to form six dwellings	Approved
05/01118/FUL 05/01119/LB APP/A2335/A/05/2005353 APP/A2335/E/05/2005526 08/01293/FUL 08/01294/LB	Erection of a timber framed conservatory Erection of a lean-to extension to form new snug/living space.	Refused Refused Appeal Dismissed Appeal Dismissed Withdrawn Withdrawn

4.0 Consultation Responses

4.1 The following responses have been received from statutory consultees:

Statutory Consultees	Response
Parish Council	No response received

5.0 Neighbour Representations

5.1 No representations received.

6.0 National Guidance

National planning advice of relevance to this proposal is set out in Planning Policy Statement 7 (Sustainable Development in Rural Areas) and Planning Policy Guidance note 15 (Planning and the Historic Environment).

PPS 7 Paragraph 12: *“Many towns and villages are of considerable historic and architectural value, or make an important contribution to the local countryside character. Planning authorities should ensure that development respects and, where possible, enhances these particular qualities”.* Para 21 *“AONB’s have the highest status of protection in relation to landscape and scenic beauty. The conservation of the conservation of the landscape and countryside should therefore be given great weight in these areas.”*

PPG15 Paragraph 2.16 *“section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires authorities to have regard to the desirability of preserving the setting of Listed Buildings. The setting is often an essential part the building’s character.”* Para 3.12 *“the elements that make up the special interest of the building...may comprise not only obvious visual features...but the spaces and layout of the building and the archaeological or technological interest of the surviving structure and surfaces. These elements are often just as important in simple vernacular and functional buildings as in grander architecture.”*

7.0 Principal Development Plan Policies

7.1 Policies SC3 (Rural Communities) and E1 (Environmental Capital) of the Core Strategy of the Lancaster District Local Development Framework.

Saved Policies E3 (Development affecting Areas of Outstanding Natural Beauty and the Yorkshire Dales National Park), E20 (The Re-use of Buildings in the Countryside), E33 (Alterations or Extensions to Historic Buildings) and Para 5.7.14 (Preserving the Setting of a Listed Building) of the Lancaster District Local Plan.

Policy SC3 seeks (amongst other things) *“To protect, conserve and enhance rural landscapes and the distinctive characteristics of rural settlements.”*

Policy E1 seeks (amongst other things) *“To protect conserve and enhance landscapes of national importance, listed buildings and conservation areas, by resisting development which would have a detrimental effect on environmental quality and public amenity.”*

The preamble to Saved Policy E3 states *“The primary objective within the AONB is to conserve the natural beauty of the landscape. The City Council intends to do this by resisting inappropriate development and insisting on high standards of design for proposals which are approved.”* The policy therefore requires that, *“Development within the AONB’s which would either directly or indirectly have a significant effect upon their character or harm the landscape quality will not be permitted.”*

The preamble to Saved Policy E20 states *“In the case of residential conversions, only buildings which have a positive impact on the character and appearance of the landscape are appropriate for conversion. Conversions should be designed to reflect local traditions, maintain the character of the building and minimise the need for new doors and windows or extensions to the building.”* The policy therefore requires that, *“In the countryside, the conversion of buildings to residential use will only be permitted where (amongst other requirements) the building makes a positive contribution to the rural landscape; the proposal would not result in the loss of traditional architectural character; the conversion can be carried out without major extensions to the existing building or the construction of ancillary buildings and; the proposal does not adversely affect the character and appearance of the surrounding countryside.”*

The preamble to Saved Policy E33 states *“New extensions should not **dominate** the existing building but be sympathetic in scale, materials and **position**. There are some historic buildings where **any extension would be damaging**.”* The policy therefore requires that *“proposed*

alterations to a Listed Building which would have an adverse effect on the special architectural or historic character or interest of the buildings or their surroundings will not be permitted.” Para 5.4.14 goes on to state that, “The city council will seek to preserve the setting of listed buildings by applying appropriate control to the design of neighbouring development.”

8.0 Comment and Analysis

8.1 No 5 Manor Court is one of a number of former agricultural buildings previously associated with and within the curtilage of, the adjacent listed Grade II, Caton Green Farmhouse. Having regard to Section1(5) of the Planning (Listed Buildings and Conservation Areas) Act 1990 therefore this dwelling must also be treated as a listed building.

In this case therefore the main issues are considered to be the effect of the proposal on the special architectural and historic interest of the listed building, the setting of the listed building and the wider complex and the character and appearance of the AONB.

The proposed development is located in a widely visible position at the rear of the group, in the centre of the vista formed by the four barns and dominating the view from the communal access to all four. This dwelling and the surrounding barn conversions were all deliberately wholly contained within the original former agricultural structures, without extensions or out buildings, This followed the requirements of the saved policies referred to above, specifically to ensure that the historic and visual integrity of the group was retained as the setting for the listed building and for its contribution to the character and appearance of the AONB.

In this case the dwelling so created is a substantial unit comprising four bedrooms and two bathrooms on the first floor, with a lounge, two dining rooms, a kitchen, a utility room, a cloak room with a separate WC and an integral garage on the ground floor. In terms of providing sufficient accommodation to create a reasonably workable residential unit therefore, the proposed development cannot be justified in terms of need, in conflict with the provisions of saved policy E20.

Although of an appropriate architectural style, and materials, the proposed development, would represent a substantial extension to the exposed side of this converted barn, which at the present time still retains its original simple agricultural form. The addition of the proposed extension in the centre of this elevation of the building would result in the loss of that traditional architectural character and simplicity which is fundamental to the character and appearance of the group as a whole. In this respect, therefore, the proposed development would again conflict with the requirements of saved policy E20.

The proposed development, in this location, would dominate this side of the building and detract from the shape, character, appearance and historic integrity of the barn and because of its visual prominence at the focal point of the vista through the group would also detract from the integrity of the group as a whole. The proposed development would in consequence therefore be in conflict with the requirements of Core Strategy policy E1 and saved policy E33.

It follows therefore, that the further development of the site in the manner proposed would detract from the distinctive characteristics, appearance and landscape quality of this particular settlement and its surrounding countryside and have a detrimental effect on the environmental quality and public amenity of the locality. It would also detract from the wider rural landscape of national importance within which it is located and be contrary to the aims and objectives of the Forest of Bowland AONB. In this respect therefore the proposed development would conflict with the requirements of Core Strategy policies SC3 and E1 and saved policies E3 and E20.

9.0 Conclusions

9.1 After due consideration of all of the relevant facts of this case, it is considered that, notwithstanding any advice given on the form of development appropriate for extensions to barn conversions, this proposal is unnecessary to provide a reasonable, working unit of residential accommodation and would be detrimental to the historic integrity, character, appearance and setting of this building, the listed group and the countryside within which they are located. As such it would conflict with the Council's policies in relation to barn conversions, listed buildings and the countryside and be contrary to the aims and objectives of the Forest of Bowland AONB. In these circumstances the

proposed development would undoubtedly set a strong precedent for further similar extensions elsewhere within this group which would become difficult to resist thereby prejudicing the Council's policy in seeking well planned development.

It is recommended therefore that this proposal be resisted.

Recommendation

That Planning Permission be **REFUSED** for the following reasons:

1. Although of an appropriate architectural style, and materials, the proposed development, would represent a substantial extension to the exposed side of this converted barn, which at the present time still retains its original simple agricultural form. The addition of the proposed extension in the centre of this elevation of the building would result in the loss of that traditional architectural character and simplicity which is fundamental to the character and appearance of the group as a whole. The proposed development would therefore conflict with the requirements of saved policy E20 (The Re-use of Buildings in the Countryside).
2. The proposed development, is in a prominent location which would dominate this side of the building and detract from the shape, character, appearance and historic integrity of the barn. Because of its visual prominence at the focal point of the vista through the group it would also dominate and detract from the character, appearance and historic integrity of the group as a whole. The proposed development would in consequence therefore seriously detract from the character, appearance and historic integrity of the setting of the listed building and its former curtilage structures and would conflict with the requirements of Core Strategy policy E1 (Environmental Capital) and saved policy E33 (Alterations or Extensions to Historic Buildings).
3. The development of the site in the manner proposed would detract from the distinctive characteristics, appearance and landscape quality of this particular settlement and its surrounding countryside and have a detrimental effect on the environmental quality and public amenity of the locality. The proposed development would therefore detract from the wider rural landscape of national importance within which it is located and be contrary to the aims and objectives of the Forest of Bowland AONB. In this respect therefore the proposed development would conflict with the requirements of Core Strategy policies SC3 (Rural Communities) and E1 (Environmental Capital) and saved policies E3 (Development affecting Areas of Outstanding Natural Beauty and the Yorkshire Dales National Park) and E20 (The Re-use of Buildings in the Countryside).
4. In terms of providing sufficient accommodation to create a reasonably workable residential unit, the proposed development cannot be justified in terms of need, and in these circumstances, would conflict with the provisions of saved policy E20 (The Re-use of Buildings in the Countryside) which seeks to contain barn conversions within the original traditional structures.
5. The proposed development would set a strong precedent for further similar unnecessary extensions elsewhere within this group which would become difficult to resist thereby prejudicing the Council's policy in seeking well planned development.

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

1. None

Agenda Item A11	Committee Date 29 June 2009	Application Number 09/00402/LB
Application Site 5 Manor Court, Brookhouse Lancaster		Proposal Erection of a lean-to extension to the side.
Name of Applicant Mr K. Murphy		Name of Agent Mason Gillibrand Architects
Decision Target Date 28.06.2009		Reason For Delay Awaiting consultation responses and Committee cycle.
Case Officer	M. Culbert	
Departure	No	
Summary of Recommendation	Refuse	

1.0 The Site and its Surroundings

1.1 This site is located within a prominent group of converted barns which are all curtilage buildings adjacent to the Grade II Listed farmhouse known as Caton Green Farm. The farm group lies within the Forest of Bowland AONB on the edge of the small hamlet of Caton Green, about half a mile to the northeast of Brookhouse village. Conventional modern residential properties lie to the north and west of the group, while open fields lie to its east and south. The application building lies at the rear of the group, but occupies a prominent position within the group, with the site of the proposed development in the centre of the vista formed by the four barns and dominating the view from the communal access to all three. This and the surrounding barn conversions have all been wholly contained within the original former agricultural structures retaining the historic and visual integrity of the group as the setting for the listed building and for its contribution to the character and appearance of the AONB.

2.0 The Proposal

2.1 This proposal is an application for Listed Building Consent for the development discussed elsewhere in this schedule under application no. 09/00401/FUL. This report is therefore essentially similar to that report but focusing purely on the listed building issues

The proposal is, to erect a single storey, lean-to, side extension, to the centre of the south side elevation of the barn facing the main access to the surrounding “farm group” development. The proposed extension would project approximately 3.6m out from the side of the barn, be approximately 5.3m long and 2.5m high at the northwest (forward) end of the eaves and 4.4m high at the forward end of its junction with the barn wall. The extension would be traditionally constructed in stone under a slate roof to match the existing building. The fenestration would be traditional in scale and form on the west gable and south side but with a band of interlinked conservation roof lights high on the roof plane and folding patio windows with timber boarding above on the east gable facing out over the fields to the rear. Beyond the patio windows would be a small terraced area surrounded by a low stone wall. The proposed development would extend one of the two dining areas within the barn to form a large dining/sitting room with the original intervening barn wall removed.

3.0 Site History

3.1 The recent history of this site is somewhat unfortunate in that it seems to involve a fundamental misunderstanding by the applicant of generic advice given by the Local Planning Authority. The applicant applied, without prior consultation, for Planning and Listed Building Consent for the erection of a timber framed conservatory in the same location as the current proposal. This proposal was considered to be inappropriate and the applications were refused. Subsequent appeals were also dismissed.

The Council's appeal statement contained the following advice, "A small lean-to extension which provided a slate roof and a predominance of stone over glazing **may** be considered more favourably on this property. Such extensions are **typically** designed as Shippons to incorporate the architectural and visual qualities generally associated with traditional former agricultural buildings. The objection to the location of the extension **may** be significantly **reduced** if a traditional extension, which would be integrated into the development more elegantly, is considered instead." (Bold type emphasises the spirit within which this advice was given and that it was clearly never intended to commit the Council to any particular course of action in relation to any given proposal.)

Following constructive discussions with the case officer substantially modified proposals on the lines suggested were submitted. However, after due consideration these revised proposals were still felt to be in conflict with the councils policies in terms of the visual impact of their location; the principle of an unnecessary extension to the living floorspace of an already adequate residential unit and; the precedent that such a development in this location would set for further similar extension within the group. In order to avoid further refusals therefore, these applications were withdrawn by the applicant to allow further dialogue to take place.

The applicant was subsequently advised that, after further consideration of all likely design options, it was felt unlikely that any extension on the south side of the barn would be able to be supported in policy terms. However, in an attempt to be constructive, the applicant was also advised that in this case, a modified scheme attached to the east gable, where it would have least visual impact on the building group, the Listed Building and the AONB Would be supported. In this location a scheme retaining the existing barn wall and featuring a substantial glazed area in the roof and outer wall, would conform to the councils policies and subject to the detail of the design, would be acceptable.

The applicant has declined to pursue this avenue, and is aggrieved by what he interprets as the council's change of mind. He has therefore resubmitted the scheme which he previously withdrew, seeking a formal determination against which he can appeal if necessary.

Application Number	Proposal	Decision
00/01115/CU 00/01116/LB	Change of use and conversion of barns to form six dwellings	Approved
05/01118/FUL 05/01119/LB APP/A2335/A/05/2005353 APP/A2335/E/05/2005526 08/01293/FUL 08/01294/LB	Erection of a timber framed conservatory Erection of a lean-to extension to form new snug/living space.	Refused Refused Appeal Dismissed Appeal Dismissed Withdrawn Withdrawn

4.0 Consultation Responses

4.1 The following responses have been received from statutory consultees:

Statutory Consultees	Response
Conservation	The Conservation Officer has objected to this proposal verbally

5.0 Neighbour Representations

5.1 No representations received.

6.0 National Guidance

National planning advice of relevance to this proposal is set out in Planning Policy Guidance note 15 (Planning and the Historic Environment).

PPG15 Paragraph 2.16 *“section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires authorities to have regard to the desirability of preserving the setting of Listed Buildings. The setting is often an essential part the building’s character.”* Para 3.12 *“the elements that make up the special interest of the building...may comprise not only obvious visual features...but the spaces and layout of the building and the archaeological or technological interest of the surviving structure and surfaces. These elements are often just as important in simple vernacular and functional buildings as in grander architecture.”*

7.0 Principal Development Plan Policies

7.1 Policy E1 (Environmental Capital) of the Core Strategy of the Lancaster District Local Development Framework.

Saved Policies E20 (The Re-use of Buildings in the Countryside), E33 (Alterations or Extensions to Historic Buildings) and Para 5.7.14 (Preserving the Setting of a Listed Building) of the Lancaster District Local Plan.

Policy E1 seeks (amongst other things) *“To protect conserve and enhance landscapes of national importance, listed buildings and conservation areas, by resisting development which would have a detrimental effect on environmental quality and public amenity.”*

The preamble to Saved Policy E20 states *“In the case of residential conversions, only buildings which have a positive impact on the character and appearance of the landscape are appropriate for conversion. Conversions should be designed to reflect local traditions, maintain the character of the building and minimise the need for new doors and windows or extensions to the building.”* The policy therefore requires that, *“In the countryside, the conversion of buildings to residential use will only be permitted where (amongst other requirements) the building makes a positive contribution to the rural landscape; the proposal would not result in the loss of traditional architectural character; the conversion can be carried out without major extensions to the existing building or the construction of ancillary buildings and; the proposal does not adversely affect the character and appearance of the surrounding countryside.”*

The preamble to Saved Policy E33 states *“New extensions should not **dominate** the existing building but be sympathetic in scale, materials and **position**. There are some historic buildings where **any extension would be damaging**.”* The policy therefore requires that *“proposed alterations to a Listed Building which would have an adverse effect on the special architectural or historic character or interest of the buildings or their surroundings will not be permitted.”* Para 5.4.14 goes on to state that, *“The city council will seek to preserve the setting of listed buildings by applying appropriate control to the design of neighbouring development.”*

8.0 Comment and Analysis

8.1 No 5 Manor Court is one of a number of former agricultural buildings previously associated with and within the curtilage of, the adjacent listed Grade II, Caton Green Farmhouse. Having regard to Section1(5) of the Planning (Listed Buildings and Conservation Areas) Act 1990 therefore this dwelling must also be treated as a listed building.

In this case therefore the main issues are considered to be the effect of the proposal on the special architectural and historic interest of the listed building and the setting of the listed building and the wider complex.

The proposed development is located in a widely visible position at the rear of the group, in the centre of the vista formed by the four barns and dominating the view from the communal access to all four. This dwelling and the surrounding barn conversions were all deliberately wholly contained within the original former agricultural structures, without extensions or out buildings, This followed the requirements of the saved policies referred to above, specifically to ensure that the historic and

visual integrity of the group was retained as the setting for the listed building and for its contribution to the character and appearance of the AONB.

Although of an appropriate architectural style, and materials, the proposed development, would represent a substantial extension to the exposed side of this converted barn, which at the present time still retains its original simple agricultural form. The addition of the proposed extension in the centre of this elevation of the building would result in the loss of that traditional architectural character and simplicity which is fundamental to the character and appearance of the group as a whole. In this respect, therefore, the proposed development would conflict with the requirements of Core Strategy policy E1 and saved policies E33 and E20.

The proposed development, in this location, would dominate this side of the building and detract from the shape, character, appearance and historic integrity of the barn and because of its visual prominence at the focal point of the vista through the group would also detract from the integrity of the group as a whole. The proposed development would in consequence therefore be in conflict with the requirements of Core Strategy policy E1 and saved policy E33.

9.0 Conclusions

- 9.1 After due consideration of all of the relevant facts of this case, it is considered that, notwithstanding the advice given on the form of development appropriate for extensions to barn conversions and the setting of the listed building, it is considered that this proposal would be detrimental to the historic integrity, character, appearance and setting of this building and the listed group within which it is located. As such it would conflict with the Council's policies in relation to barn conversions and listed buildings. In these circumstances the proposed development would undoubtedly set a strong precedent for further similar extensions elsewhere within this group which would become difficult to resist thereby prejudicing the Council's policy in seeking to conserve the historic environment.

It is recommended therefore that listed building consent for this proposal be resisted.

Recommendation

That Listed Building Consent be **REFUSED** for the following reasons:

1. Although of an appropriate architectural style, and materials, the proposed development, would represent a substantial extension to the exposed side of this converted barn, which at the present time still retains its original simple agricultural form. The addition of the proposed extension in the centre of this elevation of the building would result in the loss of that traditional architectural character and simplicity which is fundamental to the character and appearance of the group as a whole. The proposed development would therefore conflict with the requirements of Core Strategy policy E1 (Environmental Capital) and saved policies E33 (Alterations or Extensions to Historic Buildings) and E20 (The Re-use of Buildings in the Countryside).
2. The proposed development, is in a prominent location which would dominate this side of the building and detract from the shape, character, appearance and historic integrity of the barn. Because of its visual prominence at the focal point of the vista through the group it would also dominate and detract from the character, appearance and historic integrity of the group as a whole. The proposed development would in consequence therefore seriously detract from the character, appearance and historic integrity of the setting of the listed building and its former curtilage structures and would conflict with the requirements of Core Strategy policy E1 (Environmental Capital) and saved policy E33 (Alterations or Extensions to Historic Buildings).
3. The proposed development would set a strong precedent for further similar unnecessary extensions elsewhere within this group which would become difficult to resist thereby prejudicing the Council's policy in seeking to conserve the historic environment.

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

1. None

Agenda Item A12	Committee Date 29 June 2009	Application Number 09/00463/CCC
Application Site Lune Valley Cycle Path Caton Lancaster	Proposal Extension of Lune Valley foot and cycle path by approximately 120 metres due east from Bull Beck picnic site	
Name of Applicant Lancashire County Council	Name of Agent	
Decision Target Date 8 June 2009	Reason For Delay	
Case Officer	Petra Williams	
Departure		
Summary of Recommendation	No Objections	

1.0 The Site and its Surroundings

- 1.1 The site that forms the subject of this County Council Consultation is an existing gravel footpath which runs alongside the A683 from close to Bull Beck Picnic site and approximately 600m to the east.
- 1.2 The site is close to the River Lune and is lined by a number of trees and scrub.
- 1.3 The site is close to the village of Caton and is within the Forest of Bowland Area of Outstanding Natural Beauty.

2.0 The Proposal

- 2.1 Extension of the Lune Valley foot and cycle path. It is proposed to resurface and widen the existing gravel path to form an un-segregated footpath and cycle path. The proposed foot and cycle path largely follows the same route as the existing path and will be widened to 2.5m.
- 2.2 It is also proposed to extend the path through an area of woodland to the east for a distance of approximately 120m which will involve the removal of some trees.
- 2.3 The track will be surfaced in fine a graded wearing course with concrete edging and a new access will be created at the eastern end of the site.

3.0 Site History

- 3.1 None relevant

4.0 Consultation Responses

4.1 Response not received at the time of compiling this report – comments will be reported verbally.

5.0 Neighbour Representations

5.1 N/A

6.0 Principal Development Plan Policies

6.1 E3 – Development affecting Areas of Outstanding Natural Beauty

7.0 Comment and Analysis

7.1 The desk study submitted with the consultation does not record the presence of any evidence of protected species at the time of the survey. As there is potential for breeding birds to nest in the trees which are to be felled the desk study makes recommendations in order to mitigate any possible disturbance to birds.

7.2 The scheme will improve public access on foot and on bicycle within the Lune Valley

8.0 Conclusions

8.1 Given the details outlined above are considered acceptable members are advised to raise no objections to the proposal.

Recommendation

That the County Council be advised the **City Council supports the proposal in principle.**

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

1.

Agenda Item A13	Committee Date 29 June 2009	Application Number 09/00330/DPA
<p align="center">Application Site</p> <p align="center">Land For Proposed Bailrigg Business Park Bailrigg Lane Lancaster Lancashire</p>	<p align="center">Proposal</p> <p align="center">Outline application for a Science Park (approx 34,000 sq m of B1 use floorspace) and full application for a new access off the A6, construction of an internal spine road and provision of landscaping</p>	
<p align="center">Name of Applicant</p> <p align="center">Lancaster City Council</p>	<p align="center">Name of Agent</p> <p align="center">Mrs Kathryn Donnelly</p>	
<p align="center">Decision Target Date</p> <p align="center">20 July 2009</p>	<p align="center">Reason For Delay</p> <p align="center">N/A</p>	
<p>Case Officer</p>	<p>Mr Andrew Drummond</p>	
<p>Departure</p>	<p>No</p>	
<p>Summary of Recommendation</p>	<p>Approval subject to conditions</p>	

1.0 The Site and its Surroundings

- 1.1 The application site is located between the southern periphery of the city and the northern boundaries of Lancaster University just to the south of Bailrigg Lane.

There is one existing building in the north-west corner of the site (though outside the application site), which is a small electricity sub-station which will be retained. The land continues to be farmed and comprises 11.4 hectares of Grade 3a and Grade 3b agricultural land. It has no public access.

The A6 and Bailrigg Lane form the west and north boundaries respectively. These roadside boundaries are formed of a mix of hedgerows, trees, a stone wall, and a post and wire fence. Whilst the eastern boundary is not defined at present as it is proposed to divide an existing agricultural field into two parts, the southern boundary benefits from established woodland which separates this site from the university land to the south.

- 1.2 Bailrigg Lane, a relatively narrow semi-rural road, bounds the site to the north and connects the residential village of Bailrigg to the A6 to the west. The southern boundary of the site consists of a mature landscaping belt which forms an effective visual screen to the University's sporting pitches. Further agricultural land lies to the east of the site.

The land is best described as gently undulating, sloping upwards towards the south-east. There are two low ridges running north-to-south which terminate at the valley of a small stream known locally as Ou Beck. The eastern edge of the site is most visible from Bailrigg village. The site is not visually prominent from distant views along the A6, because of the orientation of the road and the successful existing planting. However, the site is considerably visible at immediate quarters and the rising nature of the landscape emphasises its prominence.

The A6 is a recognised bus corridor and has services linking the University with the city's bus and rail stations. Services also operate at least once an hour to Galgate, Garstang, Preston and Blackpool. The West Coast Main Line runs adjacent to the A6 but there is no immediate rail access to the site. Bailrigg Lane forms part of the district's cycle network.

- 1.3 The Lancaster District Local Plan identifies this land as one of four greenfield locations for inward investment and high-quality economic development. It was formerly allocated as the 'Bailrigg Business Park', although it has since been acknowledged that this site would be developed as a Science Park. The allocation protects the site for B1 (Business) use only. A narrow parcel of land on the eastern edge of the application site falls within the Countryside Area and the Key Urban Landscape and Urban Greenspace.

The adjacent A6 highway is part of the district's Primary Bus Corridor whilst the Strategic Cycle Network runs along Bailrigg Lane to the north. The part of the university land immediately to the south is allocated as Key Urban Landscape and Urban Greenspace.

There are also 2 Tree Preservation Orders (TPO Nos 291 and 385) on the site protecting trees and hedgerow along Bailrigg Lane and 3 trees on the site (1 on the northern boundary and 2 towards the southern boundary) respectively.

The site does not benefit from any statutory nature conservation or heritage status, nor is it crossed by public footpaths.

2.0 The Proposal

- 2.1 The application seeks outline planning permission for 34,570 sq m of B1(b) employment space and full planning permission for the creation of a new access off the A6, construction of an internal spine road and associated landscaping. As the site is currently undeveloped, no demolition is required.
- 2.2 The design, layout, scale, form and materials proposed for the science park as shown in the application are illustrative only. Should the science park be granted outline planning permission, these matters will be detailed in the Reserved Matters application.

However, as this application seeks full planning permission for the construction of the spine road and access arrangements, this will provide a framework for the future layout of the science park. Furthermore, it is proposed to leave the Ou Beck in situ (rather than divert the watercourse) and provide a landscaped buffer zone around the line of the beck. These two factors along with the proposed landscaping (see 2.4 below) will start to define the development zones of the science park.

The proposed spine road and the existing Ou Beck effectively split the site into 3 parts. The area south of the Ou Beck will form a structural landscaping zone. The first development zone, which could accommodate 14,672 sq m of employment space, is sandwiched between the Ou Beck and the spine road, with the second development zone (which could deliver a further 19,898 sq m of floorspace) taking up the remainder of the site north of the spine road.

- 2.3 The application has looked at the transport issues in a significant amount of depth, which are discussed later in section 7. In summary, the proposal anticipates that this development would provide employment for c1,100 employees, so it seeks to provide the necessary infrastructure to accommodate these workers. At a site level, it is proposed to provide vehicular access to the development directly off the A6 by way of a new traffic light controlled junction. The proposed junction is similar in layout to the existing vehicular junction at Lancaster University. It will have traffic signals and a turning lane into the site from both the north and the south. This junction will also be served by pedestrian crossings to allow safe routes to/from the proposed bus stops on the A6. The access arrangements and traffic lights will provide facilities for cyclists moving in and out of the site as well as those passing through the junction along the A6. Furthermore, it is proposed to create a new section of cycleway through the site connecting into the Strategic Cycle Network to the north and to the proposed cyclepaths by Lake Carter and the approved university sports centre to the south. An additional bus stop may be provided within the site if agreement can be reached with Stagecoach to divert particular services into the science park. The spine road will be served by a four-armed roundabout that will be centrally located within the science park. Its north and south limbs do not form part of the full application.

In addition, a number of highway works are proposed at the A6 Galgate junction, including the provision of a bus lay-by north of the junction on the western side of the road, the creation of parking bays north of the junction on the eastern side of the road and the installation of MOVA technology to the traffic lights.

2.4 As stated in 1.2 above, the site already benefits from a mature woodland to the south, which screens it from the university playing fields and those approaching the site on the A6 from the south. However, the site is open to the west and east. For these 2 areas landscaping is proposed to continue the university's boundary treatment along the A6 and to screen the science park from Bailrigg village in the east.

3.0 Site History

3.1 The site was adopted as one of 25 Strategic Regional Investment Sites by the NWDA in December 2001. These sites intend to provide business growth opportunities and expand the North West's 'knowledge assets', which include universities and knowledge-based industries. They are critical to the implementation of the Regional Economic Strategy. This Strategy indicates that the sites in question should be brought forward as Regional Investment Sites via the planning process.

3.2 An application relating to this site has previously been received by the Local Planning Authority (05/01114/OUT). This 2005 application was held in abeyance during late 2005 and virtually all of 2006 at the request of the applicant (North West Development Agency). The reasons for this were largely unconnected to the planning process. Amended proposals were submitted on 2 February 2007, and subsequently revised on 22 February and 22 August of the same year. However, due to the scheme's potential adverse traffic implications on the M6, the Highway Agency placed a Holding Direction on the application preventing it from being determined until highway issues were resolved to their satisfaction. Though further work was undertaken in this regard allowing the Holding Notice to be removed, subject to certain conditions which may have restricted the amount of development that could be brought forward, the applicant determined to withdraw the application until greater certainty for delivering the whole scheme could be achieved. The application was withdrawn in late 2007.

Application Number	Proposal	Decision
05/01114/OUT	Outline application for erection of science park and restaurant/cafe with car parking, servicing, roads, footpaths and cycleways, public transport facilities, landscaping and public open space	Withdrawn

4.0 Consultation Responses

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

Consultee	Response
Highway Agency	Further to 12 months of pre-application discussions, the Agency has checked the submitted planning application details against the information provided at pre-application stage and can confirm that the Agency is now in a position to condition the necessary highway works that will enable the development to come forward without material impact on the strategic highway network. The Agency requests the use of conditions to require agreed improvements at the A6 Galgate Junction, which will allow up to 23,000 sq m of development to come forward. Beyond this level, the conditions require the development to achieve set trip rate threshold levels to enable further floor area to be developed. These trip rate levels are based on those put forward by the applicant and have been discounted to take account of successful travel planning initiatives. The trip rates will be monitored by a Steering Group that will include representatives of the planning authority, the 2 highway authorities and the developer. Should it become apparent that the trip rates are not being achieved, the Steering Group will be able to consider and apply appropriate mechanisms to drive down trip generation levels and, in so doing, secure the delivery of future development phases.
County Highways	Comments not received at the time of compiling this report - comments will be reported verbally.

County Travel Plan Co-ordinator	The submitted Travel Plan is acceptable as a Framework Travel Plan but there should be a condition that a Final Travel Plan will be developed and agreed within 12 months of the first occupation of the site, and to implement all measures outlined in sections 8 & 9 of this Framework Travel Plan.
County Planning	The proposal conforms with Policy W2 of the Regional Spatial Strategy (RSS) and Action 19 of the Regional Economic Strategy (RES).
County s106 Officer	No contributions sought with the exception of transport measures.
County Archaeology	The Service would recommend that the applicants be required to undertake a programme of archaeological work along the lines outlined in their desk-based assessment. It would therefore recommend that an appropriately worded condition should be attached to any planning permission which may be granted to require this work to be undertaken.
County Ecology	<p>Planning conditions are required to address the full implementation of bat, water vole and badger mitigation proposals, the submission and implementation of a Construction Environment Management Plan (especially the protection of Ou Beck), the avoidance of vegetation removal/tree felling during bird breeding season, the prevention of no net loss of hedgerow resource and the submission and implementation of a Habitat Creation and Management Plan.</p> <p>From a biodiversity perspective, the number of crossings of the Ou Beck should be restricted to one, with the beck itself to be as disturbed as little as possible. The use and management of the area south of the beck will need to be carefully and sensitively planned to successfully integrate recreation with biodiversity enhancement. The use of artificial lighting in this area should be restricted. It is also proposed to use Ou Beck as part of the site's drainage. To ensure the water entering the beck is adequately filtered a condition should be attached to any permission.</p> <p>Survey assessment to establish the presence or otherwise of bats (a protected species) and the extent that they may be affected by the proposed development needs to be undertaken prior to planning permission being granted.</p> <p>The use of conifers as suggested in the landscaping scheme should be omitted from the planting proposals.</p>
Natural England	Natural England is not aware of any nationally designated landscapes or statutorily designated areas of nature conservation importance that would be significantly affected by the proposal. They are also satisfied that the proposal does not significantly impact on their other interests, such as National Trails and Access Land. The application should not be determined prior to the bat survey being completed. Any works that affect a protected species will require a licence from Natural England.
CPRE	Oppose the application due to the development of a greenfield site, resulting in urban sprawl to the south of the city's urban area. The proposal is contrary to RSS Policies W3 and DP7. The site is located 3 miles from the transport hub of the city (bus and train stations) and therefore is deemed unsustainable in transport terms. The A6 is already heavily congested, and the proposal will exacerbate this problem further. A science park should be located in the city or on the Lune Industrial Estate. The development would not enhance the image of the area as suggested by the application. A science park is an unsuitable use of this rural site, adversely affecting its openness and increasing traffic problems. It would have a detrimental effect on character, habitats and ecology.
CPRE North West	Object to the proposal. There is no clearly demonstrated justification for locating the science park in this unsustainable location. If proximity is required, development such as InfoLab21 is more appropriate creating the dynamic interaction hoped for. This would also allow users to share facilities like buses, parking, restaurants etc with students and staff at the university. Technology does

	<p>not require the science park to be located near the university - associations can be delivered by successful marketing rather than developing an unsustainable site. An independent survey ranked this 22nd out of 25 regional sites, scoring less than 45% of sustainability and compliance with regional policy. Using existing sites within the urban area would avoid the risk of blight and oversupply of employment land. Furthermore the development of this site would put pressure on more infill development in the area.</p> <p>The development will generate a significant amount of additional traffic, especially by private car.</p> <p>The site heavily conflicts with regional planning policy. More sustainable sites should be considered for high-value knowledge-based industry in the District.</p>
Environment Agency	<p>No objection to the proposal, and support the use of sustainable drainage systems (SUDS). However, the Agency requests that a few conditions are attached to the approval should planning permission be granted. These conditions relate to the surface water drainage strategy (to restrict surface discharges to 10 litres per second per hectare) and land contamination (as the land contamination assessment submitted with the application suggests that further sampling work is required).</p> <p>Foul drainage from the development of this site must be drained to the foul sewer. Surface water from any areas likely to be contaminated should be connected to the foul sewer for which the formal consent of United Utilities Limited is required. Prior to being discharged into any watercourse or surface water sewer, all surface water drainage from parking areas in excess of 100 spaces and hardstandings shall be passed through an oil interceptor.</p> <p>Any planting within 8 metres of Ou Beck should be of locally native species only, with no storage of materials within this area or artificial light directed into this protected corridor.</p>
United Utilities	<p>No objection to the proposal provided the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the SUDS and watercourse as stated in the application.</p> <p>There is a public sewer that runs along the western boundary of the site and we will not permit building over it and will require 24 hour access for maintenance and repair. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.</p> <p>Two large diameter water mains are within the site boundary and as we need access for operating and maintaining it, we will not permit development in close proximity to the mains. The easement width of the water mains is 10 metres, 5 metres either side of the main for maintenance and repair. This should be taken into account in the final site layout.</p>
NWRA	Comments not received at the time of compiling this report - comments will be reported verbally.
Police	<p>The physical security standards within this development should be in compliance with Secured by Design requirements. 'Secured by Design' principles should apply to the design of the overall site, not just the buildings. In addition to natural surveillance the use of CCTV should be considered. Planting should not impede the opportunity for natural surveillance especially along foot/cycle paths and to the car park areas. The use of different road materials and colours can help define public, semi-private and private areas.</p>
Lancaster University	Strongly supportive of the science park. It is important in terms of stimulating and supporting commercial co-research activities and graduate retention in this area as well as promoting general employment in high skilled jobs.
Lancaster District Chamber of Commerce	Comments not received at the time of compiling this report - comments will be reported verbally.
Lancaster Civic Society	Comments not received at the time of compiling this report - comments will be

	reported verbally.
Scotforth Parish Council	<p>A number of concerns have been raised, including:</p> <ul style="list-style-type: none"> ▪ The effectiveness of the submitted Travel Plan ▪ Traffic implications of the development ▪ Increased flood risk to Bailrigg village as a result of the development ▪ Oppose any work on site until firm proposals and contracts are in place from 'high-tech' companies wanting employment space. Totally oppose speculative installation of roads and other works to this greenfield site, especially in light of the lack of interest in the business park on Caton Road ▪ Proximity of the end of the spine road to Bailrigg village resulting in lack of space for adequate planting/screening/bunding ▪ A wish to view cross-sections so to evaluate the affect of the proposal on the residential properties in Bailrigg, especially in relation to proposed building heights ▪ Proposed elevational treatments are inappropriate to its setting
Ellel Parish Council	<p>Strongly object for the following reasons:</p> <ul style="list-style-type: none"> ▪ increased flood risk to surrounding residential areas ▪ adverse environmental affects of increased traffic levels through a residential area ▪ inadequate access routes to this development will not be able to support the expected increase in traffic ▪ adverse impact on the area's character ▪ erosion of the delineation between Galgate and Lancaster
Environmental Health	No objections. Conditions relating to dust control, land contamination and air quality have been requested.
Tree Officer	<p>The information submitted regarding trees is generally satisfactory. Essentially trees will be retained along the boundaries of the site providing greening and screening and maintaining existing wildlife habitats. Additional planting is intended to enhance and bolster existing hedgerow and boundary trees. The removal of 11 trees (6 to accommodate the development, 5 due to poor condition) is acceptable subject to the agreement of a detailed landscaping scheme, and protected habitat assessments. The landscape scheme must include a maintenance programme for the initial 10-year period post planting, weed control, watering regime, support & protection systems, formative pruning and replacement scheme for any trees that fail to establish, becomes damaged or dies. Any trees removed must be replaced at a minimum replacement ratio of 3:1 (3 new trees for each tree removed).</p> <p>Barrier fencing must be erected prior to any site clearance or construction works and remain in place until completion of the development. Arrangements must be made with the local authority Tree Protection Officer to inspect the location, signage ('Tree Protection Area - Keep Out') and construction of the fencing prior to the commencement of site activity. A detailed Method Statement must be submitted and agreed in writing with the Tree Protection Officer for all works in proximity to trees.</p> <p>There must be no cement washout areas within 20m of any trees or vegetation or fires on site.</p>

5.0 Neighbour Representations

5.1 8 pieces of correspondence of objection have been received. The reasons for opposition include the following:

- Flooding to Bailrigg and Galgate villages
- Designs show a lack of concern for the surrounding countryside
- Erosion of the green gap between Scotforth and the university
- Traffic generated by the scheme on an existing, saturated road network
- The university would lose its campus status, becoming part of Lancaster's wider urban area.

Its current countryside setting retains skilled students at, and attracts new students to, the university

- No justification for developing a greenfield site for a science park when employment space is lying empty on Caton Road (Lancaster Business Park) and in the town centre
- Length and location of spine road (its impact on Bailrigg residents) and the need to provide it in advance of securing tenants for floorspace at the science park (could lead to a large scar on the landscape with little or no associated development, which would also result in a security risk - used for fly-tipping, by travelling gypsies etc)
- The science park should be developed on a brownfield site in a town centre, or edge of centre, location

6.0 Principal Development Plan Policies

6.1 National Planning Policy Statements (PPS) and Guidance notes (PPG)

PPS1 (Delivering Sustainable Development) - underpins the planning system and states that planning should facilitate and promote sustainable and inclusive patterns of urban development by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; to protect the character of the countryside and existing communities; and to ensure that development has good and inclusive design using efficient resources. In terms of economic development, Local Planning Authorities are advised to promote economies by providing a positive planning framework for sustainable economic growth, in support of the Regional Economic Strategy.

PPG4 (Industrial, Commercial Development and Small Firms) - is a more dated document but its guidance is still relevant. It seeks to encourage development in accessible locations where more efficient modes of transport can be used, and states that "this is particularly important in the case of ... campus style developments such as science parks". It says that development should be discouraged where it would be likely to add unacceptably to congestion and should avoid trunk roads where these roads are designed for longer-distance movement. Draft PPS4 (Planning for Prosperous Economies), which will replace PPG4 when its final version is published, reinforces the need to adopt a positive and constructive approach towards proposals for economic development, stating that where development is in accordance with adopted policies it should normally be approved. Long terms benefits, such as job creation, should be taken into consideration.

PPS9 (Biodiversity and Geological Conservation) - Development should maintain and enhance, restore or add to biodiversity and geological conservation interests. Prevention of harm to biodiversity and geological conservation interests is paramount. When granting permissions, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. Where a planning decision would result in significant harm to biodiversity and geological interests which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought or else the development be refused.

PPG13 (Transport) - A national planning policy framework for transport matters. It encourages sustainable travel - ideally non-motorised forms of transport such as walking and cycling, but also other means like public transport. The use of the car should be minimised. This can be encouraged by the location, layout and design of new developments.

PPS22 (Renewable Energy) - states that increased use of renewable energy resources is vital to facilitating the delivery of the government's commitments on both climate change and renewable energy.

PPS23 (Planning and Pollution Control) - advises that a number of matters should be considered when determining planning applications, including reductions in the need to travel, improvements to transport infrastructure, restoration and enhancement of habitats, the economic and wider social need for development, any impacts upon Air Quality Management Areas, and the need to make suitable provision for the drainage of water.

PPS25 (Planning and Flood Risk) - This policy aims to ensure that flood risk is taken into account to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, the policy

aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

6.2 Regional Spatial Strategy (RSS) - adopted September 2008

Policy DP2 (Promote Sustainable Communities) - proposals should take into account its economic, environmental, social and cultural implications, improve the built and natural environment, and promote community safety and security, including flood risk.

Policy DP3 (Promote Sustainable Economic Development) - sustainable economic growth should be supported and promoted in a drive to improve productivity.

Policy DP4 (Make the Best Use of Existing Resources and Infrastructure) - proposals should build upon existing concentrations of activities and existing infrastructure (i.e. not require major investment in new infrastructure, including transport, water supply and sewerage). Development should accord with the sequential approach - use of previously developed land, then infill sites in existing settlements and lastly other sites which are well connected to houses, jobs and other infrastructure and facilities.

Policy DP5 (Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility) - development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. An integrated approach to managing travel demand should be encouraged, and road safety improved.

Policy DP7 (Promote Environmental Quality) - development should respect the character and distinctiveness of places and landscapes; incorporate good quality design, uses land resources efficiently, manages traffic growth and mitigates the impacts of road traffic on air quality, noise and health, maintains and enhances the tranquility of open countryside and rural areas and the quantity and quality of biodiversity and habitat.

Policy W1 (Strengthening the Regional Economy) - promote opportunities for economic development (including the provision of appropriate sites and premises, infrastructure, and clustering where appropriate) which will strengthen the economy of the North West by realising the opportunities for sustainable development to increase the prosperity of Lancaster.

Policy W2 (Locations for Regionally Significant Economic Development) - Sites should be identified that are deliverable, accessible on foot, cycle or by public transport, limit traffic generation and relate to neighbouring uses. Sites for regionally significant knowledge-based services may be clustered close to universities, major hospitals or other research establishments.

Policy CNL4 (Spatial Policy for North Lancashire) - support sustainable growth in Lancaster building on the strengths and opportunities offered by Lancaster University and the University of Cumbria.

Policy EM16 (Energy Conservation and Efficiency) - developers should minimise consumption, demand and waste whilst maximising efficiency.

Policy EM17 (Renewable Energy) - at least 10% of the development's energy demands should be provided by on-site renewable energy sources.

6.3 Lancaster District Local Plan - adopted April 2004 (saved policies)

Policy EC1 (Bailrigg Business Park) - identifies the site as a Business Park for B1 (Business) employment use.

Other relevant Local Plan policies include EC6, which sets out the criteria for new employment development; T9 which encourages the use of public transport and more sustainable modes of travel; T16 which expresses the County Council's maximum car parking and cycle standards; T17 which requires the submission of a Travel Plan for all major proposals; and T24 which includes the Lancaster-Bailrigg Lane-University cycle route as part of the wider Strategic Cycle Network.

The LDLP also contains environmental policies that are relevant to the proposal. E4 identifies

surrounding land and a small parcel of land within the application site at the north-eastern corner as 'Countryside Area'; Policy E7 sets out the criteria for development affecting watercourses such as Ou Beck at Bailrigg; Policy E12 seeks to safeguard existing habitats and encourage habitat creation; E13 is a generic policy aimed at protecting areas of woodland and significant trees; and E29 and E31 identify the university campus as an Area of Urban Greenspace and of Key Urban Landscape.

6.4 Lancaster District Supplementary Planning Guidance note 5 - adopted April 2002 (saved policy)

This development brief for the site sets out the Council's vision for an ICT-based investment cluster in South Lancaster. In delivering this site the key principles include a high-quality campus-style development, reinforcement of perimeter planting and retention of hedgerows where possible, the use of Ou Beck as a possible pedestrian route and an area for habitat creation, and the provision of improved cycle linkage to the existing route off Bailrigg Lane and connectivity through to the university.

6.5 Lancaster District Core Strategy - adopted July 2008

Policy SC1 (Sustainable Development) - Development should be located in an area where it is convenient to walk, cycle or travel by public transport between homes, workplaces, shops and other facilities, must not result in unacceptable flood risk or drainage problems, does not have a significant adverse impact on a site of nature conservation or archaeological importance, uses energy efficient design and construction practices, incorporates renewable energy technologies, creates publicly accessible open space, and is compatible with the character of the surrounding landscape.

Policy SC2 (Urban Concentration) - 95% of new employment floorspace to be provided in the urban areas of Lancaster, Morecambe, Heysham and Carnforth.

Policy SC5 (Achieving Quality in Design) - new development must reflect and enhance the positive characteristics of its surroundings, creating landmark buildings of genuine and lasting architectural merit.

Policy SC6 (Crime and Community Safety) - Developments should be pedestrian friendly, incorporate Secure by Design principles, avoid car dominated environments, , deliver safe high quality public realm and open spaces, and achieve greater use of pedestrian and cycle networks.

Policy SC7 (Development and the Risk of Flooding) - Development must not expose workplaces, homes and public areas to unacceptable levels of flooding.

Policy ER1 (Higher and Further Education) - Developing the science park as a high quality location for knowledge based industries and with functional and physical links between it and the Lancaster University.

Policy ER3 (Employment Land Allocations) - Due to the highly specialised nature and location of the science park, it forms no part of the employment land allocations set out in this policy.

Policy ER7 (Renewable Energy) - To maximise the proportion of energy generated in the District from renewable sources where compatible with other sustainability objectives, including the use of energy efficient design, materials and construction methods.

Policy E1 (Environmental Capital) - Development should protect and enhance nature conservation sites and greenspaces, minimise the use of land and non-renewable energy, properly manage environmental risks such as flooding, make places safer, protect habitats and the diversity of wildlife species, and conserve and enhance landscapes.

Policy E2 (Transportation Measures) - This policy seeks to reduce the need to travel by car whilst improving walking and cycling networks and providing better public transport services.

7.0 Comment and Analysis

7.1 Location

7.1.1 During the preparation of the RSS, the North West Regional Assembly commissioned a

sustainability analysis of all 25 Strategic Regional Sites. This was undertaken by consultants in May 2002 and used environmental, economic and social criteria, in association with the Draft RSS policies at the time and the potential for deliverability of the sites. The benchmark figure was set at 40% and sites exceeding this figure were deemed to have passed the sustainability test.

- 7.1.2 The Bailrigg site scored just 40% on sustainability, 43% on compliance with regional policies and 57% in terms of availability and deliverability. This amounted to an overall average score of 47%, thereby exceeding the benchmark figure. This is not a high score and placed Bailrigg in 22nd place out of the 25 sites assessed. The sustainability score of 40% was significantly below the 63% average figure due to the loss of a greenfield site (though the brownfield site of the Old Filter House was included in the assessment), the impact upon agriculture and the lack of a significant local workforce (which could result in attracting commuters from outside the district). This low sustainability score (which would be lower if assessing the application site only i.e. not including the Old Filter House) and an average score of below 50% shows the extent to which the development of this site must include strong mitigation and compensation measures to improve its current status.
- 7.1.3 National, regional and local planning policies are broadly similar in encouraging the use of previously developed (brownfield) land before the use of greenfield sites. Regional planning policies are especially important when considering a site with regional economic importance such as this and Policy DP4 advocates the use of a similar sequential analysis to site selection. Policy DP7 also advises that major developments in the countryside should be avoided unless the need for development cannot be accommodated elsewhere. Whilst the Bailrigg site is not designated as 'open countryside' in the Local Plan, it has a rural appearance and is probably best described as rural fringe land between the city boundary and the university, providing a strategic and locally important green gap between the urban fringe and the university campus.
- 7.1.4 Lancaster District benefits from a number of large employment areas: White Lund, Luneside, Heysham/Middleton and Caton Road. Taking these areas in order, the White Land estate is situated north of the River Lune, and though located on the cycle and public transport (bus) network, it would fail to benefit from the close linkage to the university campus that the Bailrigg site offers, and this is one of the locational preferences reiterated throughout regional and development plan guidance.
- 7.1.5 There are sites that could potentially accommodate a science park on the Lune Industrial Estate and/or on the Luneside West and Luneside East sites, but these have their own problems due to poor highway access, the existence of current general industrial uses which would be contrary to encouraging a much higher environmental standard of design and layout, and the consequential traffic impacts upon the Air Quality Management Area declared around the gyratory network in the city centre.
- 7.1.6 Whilst the Heysham/Middleton area has better access to the port, it does not have the same level of bus service or convenient connectivity to the cycle network that Bailrigg offers. It is also significantly detached from the university. These existing employment areas also contain more general industrial uses that would conflict with the physical and visual aspirations of the science park.
- 7.1.7 Lastly Lancaster Business Park on Caton Road would be contrary to PPG4 because of its closer proximity to the M6 Trunk Road, and the potential for queues developing on this motorway.
- 7.1.8 The science park would offer accommodation to retain knowledge-based industries around the centre of learning. Its location will help facilitate company formations arising from the research undertaken at the university, including InfoLab 21, that cannot be accommodated within the confines of the campus. Whilst there is an opposing view that modern-day businesses can communicate via electronic technologies and that location adjacent to the campus is not essential, all regional and local planning guidance confirms that a close geographical relationship is preferable.
- 7.1.9 The locational argument therefore rests upon whether there is an exceptional justification for siting a science park in this location as opposed to previously developed buildings and/or land elsewhere. Individual development plans are not, by themselves, a basis for an exceptional approach, even though the site is allocated through the plan-making system. Though the proposal would erode the openness of the countryside in this area and remove a strategic green gap between Scotforth and the university (effectively joining the campus to the periphery of the city's urban area), the potential for stimulating economic growth and diversifying the district's employment sector is, in the view of the Local Planning Authority, likely to be greater due to its close location to the campus. There are no

other suitable sites within or south of Lancaster that would be able to deliver this benefit without having other detrimental impacts.

- 7.2 Transport (including highways, Travel Plan and cyclepaths)
- 7.2.1 A submitted Transport Assessment was compiled further to 12 months of discussions with the Highway Agency and County Highways in an attempt to alleviate the concerns arising from the previous application. It analyses existing traffic conditions, the addition of new traffic and the enhancement of other modes of transportation.
- 7.2.2 Vehicular access will be taken from a new junction on the A6. The signalised junction has turning lanes akin to those at the existing University junction, with separate lanes for through traffic. There would also be separate northbound and southbound lanes out of the site.
- 7.2.3 The situation during the morning and evening peak along the A6 is problematic at present. Traffic tails back to the Junction 33 sliproad during the morning, and similar queues occur in the opposite direction between Galgate and Lancaster University during the evening. The single lane width of the Galgate crossroads and lesser so parts of the Hala crossroads are obstacles to free-flowing traffic along this stretch of highway. It is anticipated that the addition of MOVA technology at both Galgate and Hala traffic lights would allow signal timings to respond to changing traffic conditions such as those experienced during peak-time traffic. Whilst new MOVA technology to these signals may assist, the improvement, or otherwise, to the through-flow of traffic at Galgate (as the flow of traffic at this junction impacts on the M6) will be monitored to ascertain the amount of additional floorspace that can be released by introducing this measure. This is discussed in greater detail later in this section.
- 7.2.4 The impact upon the M6 is a concern of the Highways Agency, who had previously placed a Holding Direction on the previous application to ensure that the impacts on the functioning and safety of the M6 carriageway were fully addressed prior to determination of the application. However, with the current application the applicant has satisfied the Highways Agency that the additional traffic can be accommodated on the road network without cars queuing back onto the M6 carriageway, subject to certain works being undertaken and specific targets being met. Therefore the Highway Agency has requested that should planning permission be granted that a series of conditions be attached to the approval. These conditions would allow 23,000 sq m of the development to be delivered, subject to the provision of highway improvements to the Galgate junction to facilitate a better flow of traffic through the crossroads (the first 11,000 sq m of floorspace can come forward without these measures, in effect filling the existing spare capacity on the highway network in Galgate). These works include the installation of MOVA technology to the traffic lights, the provision of a bus lay-by on the western side of the A6 just north of the junction, and the provision of parking bays on the eastern side of the A6 again north of the crossroads. The Transport Assessment anticipates that MOVA will achieve up to 7% improvement to the flows of traffic along the A6, but due to the junction's design a specific percentage improvement cannot be agreed by the Highway Agency and County Highways. As such, it has been agreed that the MOVA technology should be installed and then monitored. If the technology delivers an improvement, it will secure the delivery of additional employment floorspace proportional to that improvement. However, if MOVA either does not provide any improvement or an improvement great enough to deliver the residual amount of development then the remainder of the science park can only come forward if the targets (in relation to number and direction of trips generated by this development) in the Travel Plan are met (see below).
- 7.2.5 The additional traffic is, in the view of the Local Planning Authority, the most contentious issue associated with the scheme. Traffic levels will continue to rise on this stretch of road regardless of whether the science park is constructed or not, although the proposal will clearly exacerbate those volumes. County Highways have clearly stated that should the science park be permitted that any further major development at the University, or other significant proposals in the South Lancaster locality, would need to prove they would have a positive or neutral impact on the level of traffic to be supported by Highways.
- 7.2.6 There is reference to 860 car parking spaces in the submission, 10% of which will be allocated as mobility spaces. However, to bring this in line with the Travel Plan targets (discussed later in this section) this figure would need to be significantly reduced to c600 (53% of 1,100 employees, plus some spaces to be utilised by visitors). By limiting the number of spaces this would discourage the science park's occupiers from using a car to access the site. In addition, motorcycle and bicycle

parking will be provided to provide incentives for other means of transport. Shower and changing facilities should be provided in each of the buildings to encourage riders further. Relevant car and cycle parking conditions can be attached to an approval should planning permission be granted.

- 7.2.7 The Framework Travel Plan seeks to encourage more sustainable modes of transport to and from the site. In setting the Travel Plan's aims and objectives the applicant has reviewed the current public transport, cycle and pedestrian facilities, and Travel Plans of 5 other science parks (16 parks in total were investigated, but 11 currently have no Travel Plan in place).
- 7.2.8 A number of bus services use the A6 serving Heysham, Morecambe and Lancaster. The site is also served more infrequently by buses travelling to and from Galgate, Garstang, Preston and Blackpool. New quality bus stops will be provided by the site access on both the northbound and southbound sides of the A6. It should be noted that all buses would be subject to the same level of congestion as cars along the A6.
- 7.2.9 There is of course no rail link to the university, although the concept of a rail station at Bailrigg was included in the previous Lancaster Local Plan. This is no longer allocated in the current Local Plan. A bus service (X1) currently connects Lancaster railway station to Lancaster University via the University of Cumbria and the entrance of the science park.
- 7.2.10 Pedestrian and cycle access to the site remains limited but would be improved by the continuation of the cycle network from its current termination point at Bailrigg Lane, through the application site and into the university grounds to the south. The Masterplan shows the cyclepath linking into the proposed cycleway at Lake Carter and the university's new sports facility. It is essential that it continues south through the university grounds to Green Lane and links into the university campus and the cycle network further south in order to promote cycling for employees that live to the south of the site, an area that is not as well served by public transport. Access to the A6 would also be provided by a cyclepath adjacent to the spine road. These cyclepaths will also have pedestrian sections attached to them.
- 7.2.11 The Framework Travel Plan contains generic targets based upon the proposed use, the linkage to the university and the public transport connections that already exist. The mode share targets for the science park are 63% car-borne journeys (of which 10% are car share - i.e. car passengers), 10% cycling, 5% walking, 20% public transport and 2% motorbike.
- 7.2.12 In order to achieve those figures, a series of measures have been listed in the submitted Travel Plan. These measures include linkages into the existing cycle network, car park charges, discounted public transport tickets, advocating car sharing, and the provision of cycle parking, changing facilities and showers, and a re-directed bus into the site that serves the rail station and the university at an appropriate time in the development's phasing. It would then be incumbent on the local planning authority to impose a condition requiring the Travel Plan targets in relation to the number and direction of car trips to be met for the preceding phase prior to commencement of any future phase beyond 23,000 sq m (subject to the success of the MOVA technology at Galgate traffic lights) to ensure that the amount of traffic generated by the development is not exceeded.
- 7.2.13 A Travel Plan Co-ordinator must be employed to promote other forms of transport other than the car and to monitor the Plan's effects to ensure the proposed initiatives are being effective resulting in the above targets being met. The Co-ordinator will be appointed prior to the first occupation on site and will be responsible for the travel aspects of the development. Their salary will be covered by way of a service charge levied on the science park's tenants (which will also help to cover some of the costs of the Travel Plan's initiatives. Each business (unless very small in which they have to adopt the site Travel Plan) will need to produce a Travel Plan that will need to be approved by the Local Planning Authority. The Co-ordinator will set up a Travel Plan Steering Group which must also be attended by a member of senior management from each business to oversee the development and operation of the Travel Plan.
- 7.2.14 Despite the applicant's best endeavours they were not successful in gaining the university's approval to integrate the Travel Plan with the university's own travel plans. This is disappointing but the university made it clear that they felt that the 2 different uses did not lend themselves to be joined in this way as one could hamper the other in realising future development plans if targets were not met. However, the university were still committed to push forward with their measures to achieve their targets. Nevertheless, the submitted Framework Travel Plan does include the provision for the Co-

ordinator to liaise with the university so measures can be appropriately co-ordinated.

- 7.2.15 That said, a car parking management policy will be critical to the success of any travel plan and should be consistent with the university's own scheme. Employees of the science park should incur a parking charge and strict rules should regulate the parking for visitors. Car sharers would be subject to a lower charge. This is proposed in the submitted Framework Travel Plan. The system would have to prevent employees and students at the university parking their vehicles at the science park and then walking from there to the university. There are no details at this stage as to how this would be controlled, but with a co-ordinated approach with the university these matters can be easily resolved. The spine road and Bailrigg Lane will be controlled to prevent them being used for overflow or free parking.
- 7.2.16 Whilst the submitted Travel Plan provides a useful framework, it will be the implementation of the individual Travel Plans that will be key to the success of this development. The role of a Travel Plan Co-ordinator is also extremely important in delivering and enforcing the ambitious targets set. Furthermore, it is the effectiveness of the Travel Plans that will ultimately dictate whether the last 11,570 sq m of floorspace at the science park is actually delivered (subject to the success of MOVA at Galgate traffic lights in allowing a greater movement of vehicles through the junction, especially at peak hours).
- 7.3 Ecology
- 7.3.1 The site does not have any statutory nature conservation or heritage status. A Screening Opinion was provided by the Local Planning Authority in March 2009 and advised that submission of an Environmental Statement (under the Environmental Impact Assessment Regulations) was not required.
- 7.3.2 The previous applicant undertook an Ecological Survey and Nature Conservation Assessment in January 2006. This was a requirement of SPG 5 and was conducted in consultation with Natural England (then English Nature), the Lancashire Badger Group and the Lancashire Wildlife Trust. The Survey concluded that there were no habitats or species of high ecological interest that would be affected. However, due to the seasonal constraints of the timing of the survey a further Water Vole and Bats Survey was undertaken in May 2006. No bats or water voles were recorded. Some of the trees contained crevices that bats could theoretically use as habitats. Similarly, the watercourse could support water voles even though it is very shallow and has been trampled by sheep. It was recommended that fencing be provide on either side of the beck to help regenerate the banks and encourage habitat creation, although this would have to be undertaken in consultation with the Environment Agency and the County Ecologist. Due to the time that had lapsed between the initial submission of the previous application and its revisions, the applicant was requested by the Council to undertake a further ecological and bat survey. Though the findings showed little in the way of ecological interest, the former stated that ponds in the adjacent site had not been checked for great crested newts and the latter stated the limitations of the survey (the consultant had not been able to access the site, and had only managed to make observations from the A6 and Bailrigg Lane on one occasion) and recommended further surveys.
- 7.3.3 Despite the lack of habitats and wildlife previously discovered, a Biodiversity Report was submitted with the current application. The report reviews existing ecological survey information for the site and considers its value for habitats, amphibians, birds, bats and other mammals. No ecological features of greater than local value were identified on site, with the exception of potential use of the site by bats. Though the development has been designed to minimise its impact on bats, a series of bat surveys are underway (they have been delayed by the weather) to ascertain the nature of bat activity on site (roosting, foraging and/or commuting). The result of these surveys will be provided as a verbal update at Committee. The Biodiversity Report recommends a number of mitigation measures. The implementation of these measures will ensure that the scheme does not affect the favourable conservation status of bats in the local area.
- 7.3.4 The trees and hedgerow covered by the 2 Tree Preservation Orders (nos. 291 and 385 protecting the north boundary hedgerow and 3 mature trees; one Lime tree on the north boundary of the site and a Horse Chestnut and an Oak on the southern side of Ou Beck) are retained. These features will require protection during development. 11 trees and 2 lengths of hedgerow (one along the western boundary and the other in the east of the site) will be lost to development. A policy of 'no net loss' of hedgerow is to be maintained and any tree that is removed must be replaced by 3 new

trees. The development would have to adhere to these principles. It is proposed to use conifers in areas of planting for all year-round screening purposes, but County Ecology does not wish to see the use of any non-native species. More ornamental planting will be provided to serve as accent or focal points in key locations, but a more natural landscaping approach is proposed in the most visual and sensitive areas of the site (see landscaping section below).

- 7.3.5 The provision of the balancing ponds (see section below on flooding and drainage) will contribute to the enhancement of aquatic habitats, whilst it is envisaged that new native planting around the perimeters and along Ou Beck will improve biodiversity within the application site. Detailed aftercare will be imperative and will comprise of replacement of any defective planting, maintenance of irrigation and wetlands and weed/growth control.
- 7.3.6 Many of the above measures would be most appropriately controlled by requiring the submission of a habitat management and creation plan. This is a justifiable planning condition.
- 7.4 Flooding/Drainage
- 7.4.1 One of the most recurrent objections from local residents both on the previous application and this current submission (including during pre-submission public consultation) has concerned the potential for flooding from Ou Beck. Many of the objections refer to flooding in previous years due to capacity problems related to the beck, both upstream in Bailrigg and downstream in Galgate. This is acknowledged in Paragraph 5.1 of SPG 5 where explicit reference is made to "existing capacity and flooding problems of Ou Beck upstream and downstream of the site affecting both property and land".
- 7.4.2 SPG 5 continues by stating that if surface water discharges are proposed to Ou Beck, developers would be required to carry out a catchment study to demonstrate the effect of the proposed discharge. It does not state that this has to be undertaken prior to the grant of outline permission, but clearly the details and the precise drainage solution would need to be in place (with written confirmation from both the Environment Agency and United Utilities) prior to the granting of any reserved matters consent.
- 7.4.3 The site lies in Flood Zone 1 on the Environment Agency's Flood map, meaning it is at low risk of flooding. However, as the site involves operational development over 1 hectare in size, a Flood Risk Assessment (FRA) is required. A FRA has therefore been submitted as part of this application. In terms of flood risk, the initial report findings identified that the site is at low risk from all sources of flooding although consideration is needed in the vicinity of the Ou Beck to accommodate some level of flood storage. Further to receiving comments concerning over potential flooding issues from local residents, a hydraulic model of Ou Beck was constructed and the findings were incorporated into the FRA (the model also takes into account the potential impacts of climate change). It predicts that during 1 in 100 year flood events, the flood levels would overtop the Ou Beck channel banks causing flooding to low lying land mainly to the north side of Ou Beck. The areas affected by these 1 in 100 year events (Flood Zone 3a) and 1 in 20 year events (Flood Zone 3b) are included in the indicative masterplan as either landscaped areas or car parking which are considered acceptable uses in such an area by PPS25. No buildings are affected. It is proposed that surface water will pass through silt traps prior to discharging into the beck. The Environment Agency (EA) has specifically requested that surface water from car parking areas is filtered through oil interceptors.
- 7.4.4 The modelling also found that Bailrigg village is sufficiently far upstream of the development site and the development proposals are adequately set back from Ou Beck, that the development will not impact on flood risk at Bailrigg. It is understood that the primary cause of the flooding in the village is due to the inadequate capacity in the culverted sections of Ou Beck that run through the village and therefore the proposed development will not alter this existing flood risk.
- 7.4.5 Taking this analysis into account, the masterplan has been designed to limit the number of beck crossings to 1, possibly 2. The less number of crossings/culverts will help to reduce the risk of flooding upstream. By minimising the number of alterations to the beck (which includes the addition of crossing points) will also be beneficial in biodiversity terms.
- 7.4.6 SPG 5 indicated that the site should be drained on a separate system using a sustainable urban drainage system (SUDS). This is taken forward in the submitted Drainage Strategy, which confirms that approval has been received in principle for the discharge of throughflows from the proposed

development into an adoptable drainage network beneath the main spine road. Storm volumes produced during storm events up to the 1 in 100 year plus climate change event will be stored within landscaped pond areas incorporated into the scheme, or alternatively within oversized pipes or underground tanks. The indicative masterplan identifies 5 landscaped attenuation ponds located throughout the site. The use of SUDS will prevent the discharge of stormwater into the watercourse creating a flood risk up or downstream. The Environment Agency has also approved in principle that the surface water run-off to be discharged into Ou Beck can be attenuated to greenfield run-off rates (not to exceed 10 litres per second per hectare) which will ensure that Local Plan Policy E7, which requires that development should cause no adverse effects on watercourses, is satisfied.

7.4.7 The Drainage Strategy also confirms that approval in principle has been gained from United Utilities for the adoption of a foul drainage network that will take normal foul flows from the development and connect to the existing combined sewer. Responsibility for the maintenance of all open water features would rest with the applicant.

7.5 Landscaping

7.5.1 The masterplan is notable for the inclusion of structural landscaping zones, which will be free from development and will provide opportunities for landscape screening. The western (adjacent to the A6) and eastern (facing Bailrigg village) boundaries are specifically identified as areas for additional planting to create natural screening. Unfortunately the choice of plant species will be limited in some areas on the western side of the site as service easements restrict the planting of deep rooting species. It is proposed to plant up both the western and eastern sections at the earliest stage so the vegetation is more established before the buildings are constructed. They will vary in width (between 5m and 25m) using mainly local, native species, but also some conifers to provide year round screening.

7.5.2 The area south of Ou Beck will be the most intensively landscaped with the introduction of mown grassed terraces. A much smaller building exclusion zone is shown on the northern boundary and it is envisaged that the hedgerow and tree-lined boundary will be retained and reinforced with supplementary planting.

7.5.3 A small strip of land to the north of Ou Beck is highlighted on the masterplan. This indicates 'non-developable buffer zone' which is necessary for beck's maintenance. To help maintain the biodiversity along the beck it will be sensitively planted and its banks re-profiled (subject to Environment Agency's approval). A similar approach will be adopted for the land immediately to the south of the beck. It is envisaged that parts of this 'corridor' will be used as wetland habitat whilst others retained for seasonal ponding.

7.5.4 A new entrance layout provides an opportunity to create an important focal point along the A6. This gateway feature will incorporate more formal landscaping areas in contrast to the informal wooded arrangements that characterise most of the existing and proposed boundary treatments. Stone, lighting and sensitive siting of signage and public art may accompany this formal planting. This will give way to an avenue of semi mature trees set in regularly mown grass verges along the spine road. The roundabout likewise lends itself to be appropriately planted and covered in tuft. Away from the roads and built up parts of the site it is proposed to sow grass seed with wildflowers to create distinctive tree covered meadows.

7.5.5 The use of paving, fencing, street furniture, foot/cycle bridges and lighting will all be incorporated into the final landscape scheme (including a maintenance plan). Lighting will be designed to minimise its impact on the wildlife and local residents.

7.6 Design

7.6.1 It should be noted that the science park (in essence the buildings and associated car and cycle parking) part of this hybrid application is in outline only. Therefore most of the design aspects are not detailed and are illustrative only. That said, the submission conforms to national guidance relating to the submission of outline planning applications.

7.6.2 As stated in the Proposal Section above, the scheme's layout is set by fixed parameters, such the application site's boundaries, the Ou Beck and the site's spine road. In effect this splits the site into 3 parts. It is proposed to leave the area south of the Ou Beck (the south east corner) undeveloped

to allow for the provision of SUDS and landscaping.

- 7.6.3 The other 2 areas will be developed, with the section south of the spine road forming the first phase of development. This is the part of the site that is closest to the university and therefore it makes sense to create that link early in the science park's existence. It is also envisaged that the first building to be constructed (south of the site access to create a gateway building) will be the innovation centre, an incubator unit for ideas and research. This will be used by small organisations wanting to investigate new technologies and the like. If an idea or business takes off, then further space can come forward to accommodate the organisation's specific space requirements. This is in line with SPG 5 that stipulates the City Council's preference for a mixture of plot and unit sizes for small, medium and large firms. However, Paragraph 3.5 does indicate that should a suitable single occupier be found which met the requirements of the allocation, then this would be considered sympathetically.
- 7.6.4 As the site has been split in this way to allow for adequate drainage and improvements to the landscape and site's biodiversity, plus other site restrictions such as service easements, the scheme has been reduced in size from 38,910 sq m (as initially proposed in the 2005 application) to 34,570 sq m. To deliver this quantum of floorspace, a mix of 2 and 3 storey buildings will be required. Subject to the visual impact of the buildings, this is quite appropriate. The use of natural screening (landscaping) and the site's topography can assist in reducing the impact of taller buildings. Their siting, however, will be critical to minimising their impact on the neighbouring countryside and residents. The maximum ridge height of the proposed buildings would be 14.0m for the 2 storey buildings and 18.2m for the 3 storey buildings, but it is proposed to 'cut and fill' the site to create new levels for drainage purposes. The building's impact will need to take into consideration the new site levels as well as the building heights and landscaping proposals.
- 7.6.5 Some concern has been voiced about the elevational treatments described and illustrated in the submission. These details will be provided at the Reserved Matters stage (should outline planning permission be granted), so this matter is not discussed at length in this report. However, it should be noted that science parks are generally more attractive in visual and environmental terms than industrial and business parks. They often include innovative building designs, renewable and energy efficient technologies and responsibly sourced materials wherever possible. Though innovative approaches should be encouraged, the buildings must also be appropriate to their setting. Likewise, good lighting and signage will be important, but these features should not be intrusive.
- 7.6.6 A significant concern has been raised by a number of Bailrigg residents though in terms of the spine road alignment. The road's specification and location is a requirement of the existing landowners, and the land acquisition is dependent on the road's delivery in accordance with these details. Nevertheless, that is an estate issue, not a planning matter. As stated numerous times above, the proposed landscaping of this scheme is critical to ensure that the science park is adequately screened to reduce its visual impact on the adjacent countryside area and especially from the neighbouring residential dwellings in Bailrigg. The end of the spine road comes to within 10m of Bailrigg Lane and 15m of the eastern boundary. Scotforth Parish Council has requested that the spine road is pulled back to allow for significant bunding and planting to be provided in this location. However, as shown on the illustrative plans, the car parking area associated to the buildings in the north east corner can only be accessed from this end of the spine road without pushing the buildings closer to the dwellings at the western end of Bailrigg, which would have a detrimental impact on these residents. It should also be noted that the hammerhead (turning head) is required both by emergency services and waste refuse collectors. In other words the road's design helps to deliver other planning requirements, whilst still providing natural screening and habitat connectivity for biodiversity purposes. The road's location is appropriate subject to the 10 and 15 metre spaces being fully utilised for the creation of a strong, visually impermeable natural barrier to Bailrigg village as required by SPG5.
- 7.6.7 Though the application does not define a phasing plan for the science park, the conditions sought by the Highways Agency splits the development into 3 phases (post construction of the spine road and access) - up to 11,000 sq m of floorspace, up to 23,000 sq m and the residual to 34,570 sq m. These amounts are defined by the A6's capacity at key junctions (Galgate and Scotforth) and associated improvement works at these crossroads (discussed further within the Transport section). A phasing plan should be provided as part of any Reserved Matters application.
- 7.7 Environmental Issues (Air Quality, Noise, Contaminated Land)

- 7.7.1 Assuming the Transport Assessment is accurate, 60% of the car borne traffic generated by the development will access/egress the site from/to the north, and therefore it is reasonable to assume that the majority of this traffic will be working its way round the city centre's gyratory system. This falls with the Lancaster City Air Quality Management Area (AQMA). The other 40% will be travelling south through Galgate, another AQMA. Environmental impacts upon designated AQMAs are material considerations to the planning process. The previous application provided no information on the development's impact in this regard. However, this application has rectified this previous omission and the air quality assessment was submitted as one of the supporting documents. The assessment defined the baseline air quality conditions before identifying the potential impacts and found that providing good practice methods were followed during both construction and operation, potential impacts were limited. The applicant is committed to taking forward the mitigation and enhancement measures proposed in the assessment relating to dust emissions, exhaust emissions, release of VOCs from stored fuels and chemicals.
- 7.7.2 In terms of noise, the development will generate more noise than the existing agricultural use, but the proximities between the developable part of the application site and existing dwellings appear to be acceptable and have not prompted environmental objections. With the exception of construction work, the main source of noise from this development is more likely to be traffic (vehicles entering, exiting and circulating around the site) rather than the buildings themselves. However, as the access point and the majority of the car parking areas are away from Bailrigg village this nominal noise will not have an adverse impact on the amenities of the village's residents.
- 7.7.3 The Land Contamination Assessment finds that risks to current site users, development workers, future landscaping, potable water supplies, buildings and adjacent properties from on site sources of contamination are low. The risks to future commercial site users and Ou Beck are low to moderate. The risks to future site users and future buildings from off site sources are considered to be low. The risks to Ou Beck and perched groundwater underlying the site are considered low to moderate. The assessment concludes by identifying additional sampling works that should be undertaken, but it would be appropriate to condition this additional work as part of any planning consent. This position is reiterated by the Environment Agency.
- 7.8 Demand for 'knowledge-based' employment space/Employment benefits
- 7.8.1 Lancaster Science Park seeks to attract technology, research and development uses and develop integration with uses already at, or arising from, the University campus. Uses referred to in the supporting statement include ICT, Business and Management, and Environmental Sciences. The success of the park would therefore largely be determined by the promotion of the university linkage and effective marketing. Although the B1 Use Class allocation theoretically includes light industrial uses, it is envisaged that only high-quality B1 uses would be accommodated and that any light industrial activities would be ancillary to the high-technology uses. More general industrial activities or call-centre type office uses would undermine the regional significance of the site and weaken the reasons for its allocation.
- 7.8.2 The Regional Economic Strategy (RES) provides the economic overview for the region. It recognises the diversification of business markets and the development of skills, infrastructure and employment opportunities as strategic objectives.
- 7.8.3 RES Action 80 is one of a number of actions that are seen as fundamental priorities for delivering the RES vision. Action 80 specifically refers to the delivery of the designated strategic regional sites as regional investment sites, knowledge nuclei or inter-modal freight terminals. By virtue of its close proximity to the university, Bailrigg is deemed to be an appropriate location for this 'knowledge nuclei' role.
- 7.8.4 The site represents the fulfilment of a long-term ambition to secure a site adjacent to the university capable of attracting knowledge-based businesses. The Lancaster & Morecambe Vision identifies the science park as the centrepiece of the district's knowledge economy and will enhance business creation, growth and inward investment by improving choice and availability of business space within the district.
- 7.8.5 In addition the NWDA's Demand Study concluded that Lancaster has a need to create employment with a "high value-added content". Moreover, the number of skilled people living in and around

Lancaster is not commensurate with the number of high value-added jobs in the sub-region, strengthening the case for a specific knowledge-based initiative.

- 7.8.6 The planning application indicates a broad figure of c1,100 new jobs. It goes without saying that this would be a substantial employment boost and will help retain graduates in the district by offering high-quality opportunities for 'start-up' and 'grow-on' businesses in innovative and wide-ranging fields.
- 7.8.7 SPG 5 confirmed the important role played by Lancaster University and the University of Cumbria (referred to as St Martin's College in the policy document) which, when combined, could "form the basis of a regional ICT-based investment cluster". The creation of the Business Enterprise Centre at Lancaster University will develop the interface between small and medium businesses and the university itself. However, the potential for growth could be lost unless the conditions are right to accommodate that growth in Lancaster.
- 7.8.8 The university has a strong reputation for its research capabilities, based on research quality, teaching excellence, technology transfer and business services. It has a strong track record in partnerships at local, regional, national and international levels. Moreover, Lancaster is the most successful university in the country for securing government and European funding to work with small and medium sized enterprises (SMEs). Its management school is one of two in the UK with a six star research rating as a centre of world class research. Furthermore, a number of departments within the university presently possess strong business links with private companies in the region, in particular in the field of environmental sciences.
- 7.8.9 In terms of demand, a demand assessment for the science park was undertaken by a firm of consultants, SQW (Lancaster Science Park: Demand Assessment – Final Report) in December 2006. This established that there is a need for high quality space in the area and nearly half of those interviewed (40 potential tenants currently engaged in knowledge-based industries were interviewed) would consider taking space at the science park once it is developed. Given the importance placed on ensuring that activities at the park are closely aligned to those at the Lancaster University, the fact that the survey also found that linkages to the University are one of the main advantages of Lancaster as a location to do business is significant.
- 7.8.10 The working environment of the science park is also likely to influence demand for space. SQW's demand assessment found that broadband internet access, good public transport links, good access to the motorway network, high quality well-designed buildings, attractive surroundings (buildings and open space) and good transport links to the town centre are the key environmental features which businesses would base their decision on in favour of moving to the park.
- 7.8.11 In terms of recent take-up for similar space, InfoLab21 provides more than 10,000 sq. ft of employment space within the campus of the university and incorporates space aimed at technology and ICT companies. Demand at InfoLab21 has remained strong (85% occupancy rate) with space being let to 15 companies in the ICT field (11 of which came from the sub-region). City Lab is situated in the city centre. It was opened in September 2006 and within 3 months occupancy rates reached 10%. This has risen to 87% in December 2008. The third phase of Lancaster Environment Centre opened in May 2007 and is dedicated to companies working in the environmental sector. The Centre does not operate on the same commercial basis as City Lab and InfoLab 21, with the majority of businesses being linked to research partnerships with the university. Despite this restriction the Centre has still managed to achieve 50% occupancy since its opening and 20 companies are currently based at the Centre.
- 7.8.12 Though the Regional Spatial Strategy and the RES both state that job creation should target disadvantaged communities and locations (and South Lancaster does not fall within this category) the primary focus of a science park is to tap into the potential at the university and retain the qualified/skilled workforce in the District. It is the synergy created by the 2 aspects together that will generate the thousand or so jobs that this proposal projects. This is recognised in RSS Policy W2 which states that it is appropriate to cluster regionally significant knowledge-based services close to universities. This is to exploit the opportunity to link university led research activities with commercial enterprise.
- 7.8.13 Overall the development is expected to make a significant contribution to the economy of the wider area. Opportunities for employment will exist both during construction of the development and the

long term employment use within the science park. The science park will also contribute to the viability of existing services within Lancaster, including public transport links, hotel accommodation and retail uses. In this wider economic context, the development will potentially attract investment and confidence in the Lancaster City area.

7.9 Energy Efficiency/Renewable Energy

7.9.1 SPG 5 indicates that the science park should be "energy efficient, maximising passive solar gain, avoiding hillcrests and making maximum use of south-facing slopes". Again the outline nature of the application prevents detailed building designs, and therefore it is not possible to undertake a BREEAM assessment. However, the submitted sustainability statement states that the development is committed to comply with the NWDA Sustainable Building Policy, including:

- Incorporation of best practice sustainable design and construction principles to achieve a BREEAM 'Excellent' rating
- Use of energy efficient design to achieve a carbon reduction of 18% better than Building Regulations
- Incorporation of low carbon/renewable technologies to achieve the target of a minimum of 10% renewable energy generation on site
- Incorporation of sustainable waste management techniques to achieve the target of 40% net waste
- Incorporation of waste efficient design to achieve the target of 85% net water

7.9.2 It is proposed to use a range of measures including the orientation buildings to minimise excessive solar gain, green roofs and walls where appropriate, natural ventilation, sun pipes, heat recovery systems, occupant/daylight controlled switching, high performance glazing, local materials, recycling facilities and modern construction methods. Furthermore, the following technologies will be investigated to help meet the necessary targets: combined heat and power (gas and biofuel), photovoltaics, solar collectors (water and air), biomass and community/centralised systems. Grey water recycling and rainwater harvesting will also be analysed for suitability.

7.9.3 To aid the above objectives, the Local Planning Authority considers that a condition imposing a Renewable Energy Strategy document for the whole site should be imposed, if the application successfully gains planning approval.

8.0 Conclusions

8.1.1 The principle of the proposed development has previously been established through the plan making system. Bailrigg is an identified Regional Investment Site. As such it should act as flagship developments for the North West, accommodating the needs of inward investment and indigenous businesses. Standards of layout design, building design, energy conservation, landscaping and quality of construction should ensure that the science park contributes positively to environmental quality. There should be a presumption in favour of innovative and quality architectural design solutions.

8.1.2 These high standards should also apply to ecological issues. The requirement for a surface water restriction by the Environment Agency should satisfy any concern regarding flooding to Ou Beck, whilst the provision of an 8m wide buffer zone around the beck will allow the habitat to recover from damage caused by livestock. The planting of dry and wet native species in this protected strip will help to enhance the biodiversity of the site. The imposition of Tree Preservation Orders on the site illustrates the Council's desire to retain key features of ecological importance within the site, and these Orders have been taken into consideration in the landscape proposal. Planning conditions requiring a full Landscape Scheme and a Habitat Management and Creation Plan will be an important condition of any planning permission as these will also contribute towards a net gain in the site's biodiversity.

8.1.3 The landscaping scheme is also crucial in delivering some key components of the development brief for this site (SPG5). The scheme's design as proposed provides an opportunity to create a strong, visually impermeable natural barrier to Bailrigg village at the end of the spine road. The space between the north and east boundaries and the spine road's termination point must be fully utilised for the planting of this natural screen.

- 8.1.4 The issue of location is one that has been the source of objection, but when other previously developed options are considered, no other site provides the cumulative advantages of Bailrigg. These include being in close proximity to higher education providers (especially the university); enjoying current bus service linkage on a Primary Bus Corridor; providing an excellent opportunity to extend the adjacent Strategic Cycle Network and thus also the potential to create a viable cycle/pedestrian linkage to the university and residential areas in Lancaster and to the south; and of its location away from areas of general industrial activity which could adversely affect the high-quality environment required for knowledge-nuclei sites. The site is allocated specifically in the Local Plan. Despite its low sustainability score, it conformed to the Regional Investment Site Analysis demonstrating that the site is sustainably acceptable.
- 8.1.5 The most considerable concern relates to highway and traffic impact. The Transport Assessment indicates that volumes of traffic will rise in the locality as a result of the development. The Highway Agency has not placed a Holding Direction on this application confirming that they are satisfied that the development will not have an adverse impact on the M6. This is subject to the measures previously discussed in this report.
- 8.1.6 This leaves County Highways' views (only conveyed verbally at this stage). They are concerned about the impacts upon the effective functioning of the A6 and its traffic light junctions, especially in Galgate and Scotforth. Due to the configuration of these crossroads and the buildings around them, there are only a few measures that can be implemented to try and alleviate some of the congestion. County Highways has been working with the applicant to ensure that the development's traffic would not be detrimental to the operation of the A6. However, they have categorically stated that should this application be granted, the abovementioned crossroads would be over capacity with no measures left to make improvements to them, and hence future development proposals would need to prove that they have a neutral or positive impact on traffic levels to gain their support.
- 8.1.7 National planning guidance is useful in considering this issue. PPG4 encourages development in accessible locations where more efficient modes of transport can be used, and states that "this is particularly important in the case of...campus style developments such as science parks". It says that development should be discouraged where it would be likely to add unacceptably to congestion. PPG13 also provides specific B1-use advice by saying that local planning authorities should "adopt a positive, plan-led approach to identifying preferred areas and sites for B1 uses" and should, as far as possible, be highly accessible by public transport, walking and cycling. It also acknowledges the role that businesses should make by adopting travel plans to encourage car sharing and use of non-car modes of transport.
- 8.1.8 This raises the issue of the Framework Travel Plan. The emphasis will be upon the Travel Plan Co-Ordinator and the science park tenants to achieve the stringent targets that are set out in the Travel Plan. Without meeting the Travel Plan targets future development beyond 23,000 sq m (or a different floorspace figure depending on the success of MOVA technology at Galgate traffic lights) would be jeopardised. It is possible to make the grant of planning consent conditional on the meeting of these Travel Plan targets as set out earlier in this report.
- 8.1.9 It is worth mentioning that the phased nature of the science park will not suddenly mean a dramatic increase in traffic levels. The development will occur over a long, possibly 20-year period with the timescale being in line with anticipated demand. This phased approach provides a realistic opportunity for influencing travel behaviour at the earliest possible stage. Given that the site is in an area served by an appropriate level of public transport, and cycle and pedestrian linkages will be provided in the first phase of development, the local planning authority conclude that this is an acceptable site for a science park proposal, providing that a robust and exhaustive Travel Plan is required by planning condition and subsequently implemented.
- 8.1.10 There will need to be a wide range of highway improvements, most of which will be delivered under Section 278 of the Highways Act.
- 8.1.11 Lastly, it is important to note that this is not a business park, but a science park that seeks to build upon the research and development and innovation generated at the adjacent university. It is therefore critical to the scheme's aspirations to restrict the type of business that can take up space at the science park. A planning condition should be imposed to limit the use of the site to the B1 use class and require an entry criteria, which could be potentially linked to ICT, research or other similar

high-quality business collaborations with higher education providers.

- 8.1.12 In summary subject to the measures set out above it is considered appropriate to delivering a high quality science park on this site. Therefore planning permission should be granted subject to the conditions below.

Recommendation

That Outline Planning Permission for a Science Park **BE GRANTED** subject to the following conditions:

1. 5 years consent
2. Outline permission - Reserved Matters required (except access)
3. Illustrative drawings only
4. Limitation of Use Class B1 only, in association with the provisions of the entry criteria to be submitted to, and agreed in writing by, the Local Planning Authority
5. Phasing plan to be submitted to, and agreed in writing by, the Local Planning Authority. Phase 1 to be developed south of the spine road.
6. Submission and implementation of a Renewable Energy Strategy prior to approval of the reserved matters. Minimum of 10% of the development's predicted energy requirement sourced from on site renewable energy production
7. All buildings to achieve a BREEAM rating of excellent, or equivalent
8. Submission of a Car Parking Management Strategy
9. Car Parking - details required (including mobility spaces). The development shall not exceed the maximum parking levels permitted by RT2 of the Regional Spatial Strategy
10. Provision of motorcycle and bicycle storage to be agreed (bicycle parking provision to be provided at a ratio of 1 space per 10 employees). All buildings to be provided with showers and changing facilities.
11. Travel Plan condition. Prior to commencement of the development, any revisions to the submitted Framework Travel Plan shall be submitted to, and agreed in writing by, the Local Planning Authority, Highway Authority and the Secretary of State for Transport. Any revisions shall be implemented and monitored in accordance with the revised travel plan. As a minimum, the travel plan shall incorporate details of the development phasing and measures to reduce the reliance on single occupancy vehicle trips throughout each development phase. The development shall proceed wholly in accordance with the Framework Travel Plan
12. Off-site highway improvements to be provided by way of a s278 agreement include:
 - a) the provision of a bus lay-by on the northbound side of the A6 just north of Galgate junction);
 - b) the provision of parking bays along the southbound side of the A6 to the north of Galgate junction);
 - c) the installation of MOVA technology to Galgate traffic lights;
 - d) the provision of 2 Quality Bus stops (one on either side of the A6 in the vicinity of the site access);
 - e) the provision of cyclepaths along the A6 in either direction of the access junction, totalling up to 950m;
 - f) the provision of a foot/cycle path link from the site's southern boundary to the university's cycle infrastructure in the vicinity of Lake Carter; and
 - g) the provision of up to 2.65km of further off-site designated foot/cycle paths (locations to be agreed with the Local Planning Authority in conjunction with the Highways Authority)
13. Off-site highway improvements 'd', 'e' and 'f' listed in Condition 14 shall be constructed and available for use prior to the occupation of any building on site. No more than 11,000 sq m gross internal area (GIA) of development shall be occupied until up to 1.35km of off-site designated foot/cycle paths has been provided. Up to 1.3km further off-site designated foot/cycle paths shall be constructed prior to the occupation of more than 23,000 sq m (GIA) of development.
14. 2 internal cyclepaths (one running north-south across the site and the other attached to the south side of the spine road) shall be constructed and available for use prior to the occupation of any building on site
15. No development shall be commenced in excess of 11,000 sq m (GIA) until full design details of the required improvements to Galgate junction and the northbound bus lay-by have been submitted to, and agreed in writing by, the local planning authority, Highway Authority and the Secretary of State for Transport
16. No more than 11,000 sq m (GIA) of development shall be occupied until the agreed measures in Condition 15 have been fully implemented to the satisfaction of the Highway Authority in liaison with the Highway Agency

17. No development shall be occupied until full details of an automated system to monitor vehicle movements to and from the site have been submitted to, and agreed in writing by, the Local Planning Authority, Highway Authority and the Secretary of State for Transport. The agreed system to be full implemented and operational prior to occupation
18. No development shall be occupied until details of a Bailrigg Transportation Steering Group have been submitted to, and agreed in writing by, the Local Planning Authority, Highway Authority and the Secretary of State for Transport. The purpose of the Steering Group is to monitor data supplied pursuant of Condition 17 in association with the agreed Framework Travel Plan and consider overall travel behaviour at the site. It will be convened in accordance with the agreed details
19. No more than 23,000 sq m (GIA) of the development shall be occupied if monitoring in accordance with the requirements of Condition 17 shows that traffic entering the application site morning peak hour (defined as the 60 minute period between 07.00 and 10.00) exceeds 240 vehicles in total (40% maximum from the south) on five or more occasions within any three month period or until a scheme of traffic management measures and/or highway improvements that mitigates the excess have been submitted to, and approved in writing by, the Local Planning Authority, Highway Authority and the Secretary of State for Transport. Any approved scheme shall be implemented in full prior to any further development exceeding 23,000 sq m is occupied
20. No development exceeding 23,000 sq m (GIA) shall commence until a full detailed assessment of potential impacts from Phase 3 and its associated floorspace have been undertaken and approved in writing by the Local Planning Authority, Highway Authority and the Secretary of State for Transport
21. No development exceeding the allowable floorspace levels shall commence until any identified scheme of traffic management measures and/or highway improvements resulting from the assessment undertaken in Condition 20, have been submitted to, and approved in writing by, the Local Planning Authority, Highway Authority and the Secretary of State for Transport. Any approved scheme shall be implemented in full prior to any further development exceeding 23,000 sq m is occupied
22. If monitoring in accordance with the requirements of Condition 17 shows that traffic entering the application site in the morning peak hour (defined as the 60 minute period between 07.00 and 10.00) has exceeded the pro rata trip rates for the allowable floorspace in Condition 20 (40% maximum from the south) on five or more occasions within any three month period, no development exceeding allowable floorspace shall be occupied until the highway improvements specified in Condition 21 have been constructed and completed to satisfaction of the Local Planning Authority, Highway Authority and the Secretary of State for Transport
23. Prior to the construction of each phase of the overall development commencing, the applicant shall submit full details, including the cumulative gross floor area total, proposals to occupy all buildings and any associated car parking. The details submitted shall be sufficient for the Local Planning Authority (in consultation with the Highways Agency) to approve what stage the building(s) (or component parts of any buildings) is/are being brought into their intended use for the purposes of discharging Conditions 19 and 21
24. Submission of a Surface Water Drainage Strategy (including attenuation surface discharges from the development to existing 'greenfield rates' of 10 litres per second per hectare). The approved strategy to be fully implemented
25. Separate drainage system
26. Provision of inceptors - car parks
27. Refuse storage details
28. Provision of CCTV
29. Light pollution - external lighting details

That Planning Permission for a new access off the A6, construction of an internal spine road and provision of landscaping **BE GRANTED** subject to the following conditions:

1. Standard 3 year consent
2. Development as per approved plans
3. Submission and implementation of a detailed Landscaping Scheme (including an initial 10 year maintenance programme) prior to approval of reserved matters
4. Submission and implementation of a Habitat Management and Creation Plan, prior to approval of reserved matters (to include the provision of an 8 metre wide vegetated buffer zone to either side of Ou Beck)
5. Submission and implementation of a Construction Environmental Management Plan
6. Full implementation of bat, water vole and badger mitigation proposals
7. Scheme for the Protection of Trees (during building operations)
8. Retention of existing trees/hedgerow (unless agreed in writing in advance with Local Planning Authority)

9. A detailed Method Statement is submitted and agreed in writing for all works in proximity to trees
 10. All tree works as detailed within Arboriculture Implications Assessment are undertaken in compliance with this document and BS3998(1989) Tree Work and undertaken by a trained and experienced arborist
 11. No cement washout areas within 20 metres of any trees, vegetation or Ou Beck
 12. Submission of a Surface Water Drainage Strategy (including attenuation surface discharges from the development to existing 'greenfield rates' of 10 litres per second per hectare). The approved strategy to be fully implemented
 13. Separate drainage system
 14. Construction hours (0800-1800 Mon to Fri, 0800-1400 Sat)
 15. Construction noise and vibration
 16. Scheme for dust control
 17. Contaminated land condition
 18. Contaminated land - importation of soil, materials and hardcore
 19. Contaminated land - prevention of new contamination
 20. Bunding of tanks
 21. Wheel cleaning facilities - during construction
 22. Archaeological survey
 23. Adoptable highway details required
 23. On-site highway works to be constructed and adopted by way of a s38 agreement include:
 - the site access;
 - the internal spine road; and
 - the provision of toucan crossing facilities at the access junction
- Each relevant phase shall be accessible by adopted roads prior to occupation of any building within that phase

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.

LANCASTER CITY COUNCIL

APPLICATION NO	DETAILS	DECISION
09/00067/FUL	Riggs Farm, Long Lane, Tatham Erection of a two storey side extension for Mr B Beard (Lower Lune Valley Ward)	Application Permitted
09/00179/CU	Depot Leighton Beck, Brackenthwaite Road, Yealand Redmayne Change of use and extension of existing barn to include an open sided work area, construction of a timberframe building for a composting toilet, improvements to the track and parking area and extend the use of the site for woodcraft training for Ms Rebecca Oaks (Silverdale Ward)	Application Permitted
09/00187/FUL	Slyne Hall, Lancaster Road, Slyne Demolition of original internal timber screen and the erection of a new porch and steps for Mr B Wells (Slyne With Hest Ward)	Application Permitted
09/00188/LB	Slyne Hall, Lancaster Road, Slyne Listed Building application for demolition of original internal timber screen and the erection of a new porch and steps for Mr B Wells (Slyne With Hest Ward)	Application Permitted
09/00211/FUL	23 Chapel Lane, Overton, Morecambe Erection of new detached garage for Mr G Roberts (Overton Ward)	Application Permitted
09/00214/FUL	11 Hatlex Lane, Hest Bank, Lancaster Erection of a rear conservatory for Mr E Robinson (Slyne With Hest Ward)	Application Permitted
09/00287/FUL	Riverside, Bazil Lane, Overton Erection of a single storey extension to the side for Mrs C Townsend (Overton Ward)	Application Permitted
09/00288/FUL	Leighton Hall, Leighton Park, Leighton Retrospective application for the retention of a summerhouse for Mr R Reynolds (Silverdale Ward)	Application Permitted
09/00292/LB	Leighton Hall, Leighton Park, Leighton Listed Building Application for the retention of a summerhouse for Mr R Reynolds (Ward)	Application Permitted
09/00293/CU	Lancaster Leisure Park Ltd, Wyresdale Road, Lancaster Change of use from Restaurant/Retail (A3/A1) to Playgroup for under 5's (D1) for Mr Allan Blackburn (John O'Gaunt Ward)	Application Permitted
09/00296/FUL	Oatlands, Haverbreaks Road, Lancaster Erection of a single storey extension to the rear, replace existing conservatory with new garden room and erection of porch extension to the front for Mr And Mrs Costley-Wood (Scotforth West Ward)	Application Permitted
09/00297/FUL	7 Lathom Avenue, Morecambe, Lancashire Erection of a single storey extension to the rear for Mr M Turner (Poulton Ward)	Application Refused
09/00299/FUL	39-41 Moorgate, Lancaster, LA1 3PY Erection of external access to first floor flat including installation of steel balustrade on parapet wall to provide guarding to	Application Refused

LIST OF DELEGATED PLANNING DECISIONS

	flat roof access and formation of new door opening for Mr S Hothi (Bulk Ward)	
09/00303/FUL	1 Lathom Avenue, Morecambe, Lancashire Erection first floor extension above existing ground floor extension at rear for Mr Mark Cullen (Poulton Ward)	Application Permitted
09/00307/FUL	Potts Cottage, 29 Coach Road, Warton Demolition of existing house and erection of replacement 4 bedroom dwelling for Mr And Mrs D And J Morrell (Warton Ward)	Application Permitted
09/00308/FUL	2 Westfield Grove, Morecambe, Lancashire Erection of a two storey extension to the side for Mr Burrow (Harbour Ward)	Application Refused
09/00309/CU	3 Morecambe Street West, Morecambe, Lancashire Retrospective application for the change of use of ground floor shop and first floor residential unit to one single dwelling for Mrs Catherine Wood And Mr Colin Mcnamara (Poulton Ward)	Application Permitted
09/00312/FUL	3 Brantwood Drive, Lancaster, Lancashire Extensions and alterations to existing bungalow for Mr And Mrs J And M Radcliffe (Scotforth East Ward)	Application Permitted
09/00313/CU	Lancaster Leisure Park Ltd, Wyresdale Road, Lancaster Change of use of club house from warehouse storage to dance and theatre arts studio for Mr Allan Blackburn (John O'Gaunt Ward)	Application Permitted
09/00314/FUL	Land NNW Of 57, St Wilfrids Park, Halton Erection of an agricultural storage building and retrospective application for retaining boundary wall for Mr Simon Armistead (Halton With Aughton Ward)	Application Permitted
09/00324/FUL	Todds House, Melling Road, Melling Demolition of existing garage and erection of a two storey extension to the side and single storey extension to the rear for Mr And Mrs Williams (Upper Lune Valley Ward)	Application Permitted
09/00325/LB	Todds House, Melling Road, Melling Listed building application for demolition of existing garage and erection of a two storey extension to the side and single storey extension to the rear for Mr And Mrs Williams (Ward)	Application Permitted
09/00327/FUL	5 Sycamore Crescent, Brookhouse, Lancaster Erection of a two storey extension to side and extension to existing dormer at front and rear for Mr And Mrs Bollard (Lower Lune Valley Ward)	Application Permitted
09/00328/FUL	5 Cambridge Avenue, Lancaster, Lancashire Erection of a two storey side extension and canopy to the front for Mr And Mrs P Shepherd (John O'Gaunt Ward)	Application Permitted
09/00320/FUL	1 Waltham Court, Halton, Lancaster Erection of a conservatory to side for Mrs M Mason (Halton With Aughton Ward)	Application Permitted
09/00335/FUL	6 Riverside Close, Halton, Lancaster Erection of a two storey side extension to form garage with bedrooms over and erection of pitched roof to existing front dormer for Mr & Mrs J Holland (Halton With Aughton Ward)	Application Withdrawn
09/00336/FUL	2 Meadow Park, Galgate, Lancaster Erection of a	Application Refused

LIST OF DELEGATED PLANNING DECISIONS

replacement garage with a first floor storage area above for Mr J Waite (Ellel Ward)

09/00342/FUL	Downlands Farm, Moss Road, Heaton With Oxcliffe Erection of extension to existing livestock building for Mr E Thornton (Overton Ward)	Application Permitted
09/00343/FUL	Heysham Port Ltd, North Quay Heysham Harbour, Heysham Installation of a 50m meteorological data gathering mast supported by guy wires for a period of 3 years for Mr Mark Worcester (Overton Ward)	Application Permitted
09/00350/FUL	2 Hala Grove, Lancaster, LA1 4PS Erection of dormer extension to the side for Mrs J Ram Prasad (Scotforth East Ward)	Application Permitted
09/00353/CU	Chapleys , 27 Princes Crescent, Bare Change of use of upper floors from residential (Class C3) to Beauty Salon (Class A2), alterations to shop front and alterations to previously approved (07/01794/CU) rear extension for Mrs Sue Chapman (Bare Ward)	Application Permitted
09/00369/FUL	22 Mount Avenue, Morecambe, Lancashire Installation of velux windows in roof to the front, side and rear for Mr A Toulmin (Bare Ward)	Application Permitted
09/00357/CPA	Dallas Road Primary School, Dallas Road, Lancaster Provision of a visual display unit to be mounted externally facing the school playground for The Govs Of Dalls Road (Dukes Ward)	Application Permitted
09/00366/FUL	172 Low Road, Halton, Lancaster Erection of dormer extension to side for Mrs A Danvers (Halton With Aughton Ward)	Application Permitted
09/00372/FUL	51 Moorside Road, Brookhouse, Lancaster Erection of an extension to the rear for Mr Brian Thompson (Ward)	Application Permitted
09/00382/ADV	Hovercraft Station Stone Jetty, Marine Road Central, Morecambe Installation of 8 fascia signs and 1 flag pole for Mr Alan King (Poulton Ward)	Application Permitted
09/00387/FUL	Mole End Farm, Woodman Lane, Burrow Amendment to application 08/00667/CU to include lean-to viewing area and the raising of existing ridge/eaves levels on storage building for Mole End Ltd (Upper Lune Valley Ward)	Application Permitted
09/00384/FUL	1 Windermere Road, Bolton Le Sands, Carnforth Erection of a dormer window to the front for Mr K Orchard (Bolton Le Sands Ward)	Application Refused
09/00396/FUL	8 Westbourne Road, Middleton, Morecambe Erection of single storey extension to side for Mr And Mrs S Pemberton (Overton Ward)	Application Permitted
09/00419/PAM	Land Adjacent 39 The Row, Silverdale, Lancashire Erection of a 13 metre telecommunications pole 11 metres above ground for Openreach (Silverdale Ward)	Prior Approval Granted
09/00429/FUL	37 Farmdale Road, Lancaster, Lancashire Erection of a single storey extension to the rear for Mr Loxam (John O'Gaunt Ward)	Application Permitted
09/00430/PAM	Outside 50 Quernmore Road, Caton, Lancaster	Prior Approval Not

LIST OF DELEGATED PLANNING DECISIONS

	Replacement of existing 8m pole with a 11m telecommunications pole 9m above ground level for BT Openreach (Lower Lune Valley Ward)	Required
09/00432/PAM	Land Opposite 20 Quernmore Road, Caton, Lancaster Erection of a replacement wooden pole 12m high, 10m above ground and 2 metres below for Openreach (Lower Lune Valley Ward)	Prior Approval Not Required
09/00439/PAM	Junction Of Sycamore Road And Sycamore Crescent And Sycamore Road, Brookhouse, Lancashire Erection of a 11m telecommunications pole 9.1m above ground for Openreach (Lower Lune Valley Ward)	Prior Approval Not Required
09/00440/PAM	St Pauls C Of E Primary School, Moorside Road, Brookhouse Replacement of existing post with 11m wooden pole 9.1m above ground for Openreach (Lower Lune Valley Ward)	Prior Approval Not Required
09/00481/AD	Moss House Farm, New Road, Warton Erection of an agricultural building for Mr Richard Reynolds (Silverdale Ward)	Prior Approval Is Required