

Agenda Item A12	Committee Date 11 May 2009	Application Number 09/00123/FUL
Application Site Land And Buildings At Former British Waterways Depot Aldcliffe Road Lancaster Lancashire	Proposal Residential development comprising the conversion of Listed Buildings to provide six dwellings and the erection of 8 new dwellings	
Name of Applicant H2O Urban LLP And British Waterways	Name of Agent None	
Decision Target Date 14 May 2009	Reason For Delay None	
Case Officer	Mrs Jennifer Rehman	
Departure	None	
Summary of Recommendation	Recommendation of approval, subject to conditions, a section 106 legal agreement covering public transport improvements and s278 highway works.	

Matters of Clarification

For the purposes of clarification, this report details all matters relating to the development of the site and should be read in conjunction with the other applications submitted as part of the scheme, which include three Listed Building applications (09/00126/LB, 09/00125/LB and 09/00127/LB) and one application for Conservation Area consent (09/00124/CON).

1.0 The Site and its Surroundings

- 1.1 The site that is the subject of this application is located in approximately 500m south of Lancaster City Centre boundary, on the south side of Lancaster Canal within the Aldcliffe Conservation Area. The application site extends to circa 0.5ha of previously developed land comprising a number of buildings and structures. The listed buildings and structures on site include a group of grade II listed buildings located to the eastern end of the yard referred to as the 'Old Blacksmith Shop', a grade II listed building, known as the 'Packet Boat House' located against the western boundary of the site and the grade II listed 'Basin Bridge'. Other buildings within the site include a vacant bungalow, two small stone buildings at the entrance of the site and open framed timber sheds. None of these buildings are of any architectural or heritage value. The only other structure within the site includes the crane located west of the site entrance on the canal frontage. The land within the application site is predominantly hard surfaced with very few areas of green space. This reflects the historical and current use of the site as an operational yard associated with British Waterworks. The use of the site is practically redundant with only some of the buildings used for storage.

- 1.2 The south and eastern boundaries of the site abut the Royal Lancaster Infirmary. Land to the west is open recreational grounds (playing fields) associated with Ripley St Thomas School and land north of the site, on the opposite side of the canal, consists of mainly residential dwellings with the exception of the Aldcliffe Store and laundrette. West of Basin Bridge, development to the north side of the canal consists mainly of two-storey Victorian terraces. These are set back from the canal frontage on the north side of Aldcliffe Road. A small triangular piece of land leased by the Council on the opposite side of the canal separates Aldcliffe Road from the canal. East of the bridge, on the north side of the canal, is a block of 20th century student flats built up to the canal frontage on the former canal coal basin. This area in particular is characterised by a number and mix of apartment buildings.
- 1.3 Vehicular access to the site is taken from Aldcliffe Road, a district distributor road, over the listed Basin Bridge. The access road also serves the Water Witch public house, which is used quite frequently by numerous delivery vehicles and other heavy goods vehicles, and provides pedestrian/cycle access to the canal towpath.
- 1.4 The site itself is actually unallocated on the Lancaster District Local Plan (LDLP) proposals map. It is however within the designated Aldcliffe Conservation Area and adjacent to the Strategic Cycle Network. Lancaster Canal which fronts the site is a designated County Biological Heritage Site and is therefore protected as a Green Corridor and Informal Recreation Area on the LDLP proposals map.

2.0 The Proposal

- 2.1 The application relates to the amended plans received on the 10 March 2009 regarding alterations to the Blacksmith Complex and amendments received on the 20 April 2009 which relate principally to changes to the Packet Boat House and Plot 14.
- 2.2 The proposal is for residential development comprising the conversion of the listed buildings and new builds to provide 14 residential dwellings and associated access, parking and landscaping. The application is a detailed one with a range of accompanying documents addressing historic, ecological, transport, structural and sustainability matters.
- 2.3 In respect of the **new buildings**, eight new properties are proposed comprising of seven two-storey townhouses fronting the canal and one two storey detached dwelling in the south eastern corner of the site. Solar panels are proposed on all the new builds in order to reduce the sites energy requirement.
- 2.4 The proposed townhouses are arranged into two blocks; a block of five dwellings to the west side of the bridge and a pair of townhouses set back from the row of five located adjacent to the Packet Boat House. These shall provide three bedroom family housing and are of contemporary design essentially involving a duo pitch roof over the main section of the dwelling, forming the gable frontage, linked by small flat roofs to form the terrace. Mono-pitched roofs are incorporated on the end terraces instead of a flat roof. The proposal is for a combination of stone, timber and slate, similar to the palette of materials on the existing site and within the surrounding area. The upper part of the gable shall be finished with timber boarding. The height of the building shall be approximately 7.2m to the ridge and 6m to the eaves under a 30 degree pitched slate roof. Two off-street parking spaces and cycle storage shall be provided for each dwelling together with individual gardens fronting the canal.
- 2.5 The proposed detached dwelling is tucked into the corner of the site behind the 'Old Blacksmiths Shop' and provides a four-bedroom family dwelling with ample amenity space, parking and cycle storage. The front elevation of this property shall be finished in coursed stone under a slate roof. The rear shall have a smooth render finish with stone quoin details. The height of this dwelling does not exceed the height of the group of listed buildings to the north, measuring approximately 7m.

- 2.6 In respect of the **conversion of existing buildings**, these involve the Packet Boat House and the Old Blacksmith's Complex. The Packet Boat house shall be converted into two flats. The plans have been revised ensuring access to the accommodation is provided internally, omitting the external staircase as originally submitted. Both flats comprise of three bedrooms and open plan living to the northern end of the building overlooking the canal. Two parking spaces, cycle storage and individual gardens are provided as part of this conversion.
- 2.7 The Old Blacksmiths Shop shall be converted into four dwellinghouses. Plots 10 and 11 provide three-bedroom accommodation over two floors. Plot 12 is a single storey building and shall provide a four-bedroom dwellinghouse. Plot 13 also provides four-bedroom accommodation but over two floors. Each property has amenity space, private parking and cycle storage.
- 2.8 Access to the site will be via a widened access road from Aldcliffe Road, which incorporates retaining wall and structural works, the erection of bollards, shared surfacing treatment and other Section 278 (Highway Agreement) works to improve highway safety at the Aldcliffe Stores junction. The proposal has also been designed to ensure access and a right of way through the site for the proposed cycle link, which is currently subject to a separate planning application.
- 2.9 The proposal also involves the provision of a bin storage area, located in the centre of the site, and detailed soft and hard landscaping.
- 2.10 It is noted that the applicant has submitted a Statement of Community Involvement which documents their involvement with the local community as well as their discussions with the local planning authority (LPA) and other statutory bodies. The developers organised and held an open day where invited representatives and members of the public could attend to view the proposals. This was held at the local Water Witch Public House on Thursday 20 November 2008.

3.0 Site History

- 3.1 This application has been submitted with three listed building applications and one application for conservation area consent all for the same proposal, as noted at the beginning of this report, all of which are to be determined by Committee at the 11 May 2009 meeting. All other relevant history is listed in the box below:

Application Number	Proposal	Decision
98/00175/CON	Conservation area consent application to demolish buildings	Withdrawn
98/00116/LB	Listed Building consent for restoration and extension of existing building to form conference centre and associated car parking. Change of use of packet boathouse to water activities educational facility	Withdrawn due to problems associated with traffic and access
98/00115/FUL	Redevelopment and extension to provide conference centre, including cocktail bar, restaurant, & associated car parking. Demolition of various buildings & change of use of Boathouse to water activity educational facility.	Withdrawn due to problems associated with traffic and access
96/01154/LB	Listed Building Application for alterations and extension to provide boat storage, changing rooms, lecture room and fitness room	Permitted
96/01149/OUT	Outline Application for alterations and extension to provide boat storage, changing rooms, lecture room and fitness room	Permitted
84/00545/HST	Restoration of building for dock with offices	Permitted
84/00048/HST	C/U for manufacturing, repair and storage of paints	Permitted

4.0 Consultation Responses

4.1 The following responses have been received from statutory consultees:

Statutory Consultee	Response
County Highways	Highways – no objections to the principle of the development, subject to conditions and Section 278 (Highway Agreement) works to improve the access, visibility, road markings and improving pedestrian access in Aldcliffe Road.
County Planning (Contributions)	Contributions – LCC accessibility scoring results in a request for £15,400 for highway improvements in the City, including accessibility to and from the city and enhanced bus station improvements. LCC also request £6, 720 towards Waste Management Infrastructure.
County Ecology	Further information to support the biodiversity statement (bat survey) is required before determination. Recommended improvement to the scheme to further enhance and protect the Biological Heritage Site (BHS). If minded to approve, following submission of further details, conditions requiring a method statement for the protection of the BHS during construction are to be submitted; a bat mitigation proposal to be implemented in full (to accord with survey, when submitted), no site clearance until a habitat creation/enhancement management plan has been submitted and approved.
County Archaeology	No objections subject to conditions relating to removal of permitted development rights, details of all surfaces to be agreed (including road surfaces), and a restriction in size of vehicles during construction. No formal archaeological excavation is necessary, and no building recording is required because the existing buildings have few internal features. Some concerns were raised regarding the detailing and design of the Packet Boat House, in particular the staircase (now removed) and balconies.
British Waterways	Due to British Waterways' direct involvement with the proposals, it is considered that it would be inappropriate to comment on the application.
United Utilities	No objection to the proposal provided the site is drained on a separate system, with only foul drainage connected to the foul sewer. Support for the installation of a Sustainable Urban Drainage System, but will only adopt them where a number of criteria are met (see comments).
North Lancashire Bat Group	Object to the development on the grounds that a full bat survey needs to be carried out prior to determination. Confirmation has been received indicating that the full bat survey shall be carried and submitted the week commencing the 4 May 2009. The outcome of this shall be verbally presented at the Committee Meeting.
Tree Protection Officer	No objections to the development, provided conditions are imposed regarding implementation of the Arboriculture Method Statement, the Tree Protection Plan, submission of a detailed landscaping scheme with maintenance regime and the provision of protective barrier fencing (with <u>ply</u> panels not welded mesh).
English Heritage	Offer no comments on the scheme and advise to determine the application in accordance with national and local policy guidance.
Lancaster Civic Society	No objections to the principle of the use , however objections are raised to the conversion of the Packet Boat House to residential use, on the grounds that the nature of the conversion would undermine the historic interest of the building and therefore harm the character of the Conservation Area. Other objections include the use of timber cladding on the new build, (due to maintenance of the timber and the poor appearance of weathered smooth render) and the design of the detached dwelling, which in their view offers no regard to its historic setting.

Lancaster Canal Trust	Concerns regarding the balconies and stairs on the Packet Boat House; the single access to the site for all vehicular modes and the inadequate width of the bridge, the absence of visitor parking, the visual impact of the domestic gardens fronting the canal; the inconsistency in the plans and illustrations relating to garden boundary treatment; the boundary treatments to plots 10–13 will detract from appearance of the listed building; the possibility for non-residential alternative use of the site; potential for bridge damage; overall concerns regarding the wider heritage value of the site.
Environment Agency	No comments received. Any representation made shall be verbally presented to Committee
Environmental Health Service	The quality and transparency of the report has been improved from the initial version such that I would now like to recommend that planning permission is granted with the following conditions: EH13, EH14, EH15, EH16 and EH17.
City Council (Direct) Service	No comments received. Any representation made shall be verbally presented to Committee
City Council Engineers	Comments - Surface water runoff should not be increased by the development; details of the surface water arrangements are the subject of further investigation and details will be presented verbally to Members.

5.0 Neighbour Representations

5.1 Neighbouring residents have been notified of the development and a site notice posted at the site entrance. To date 5 letters of representation has been received and the predominant concerns are as follows:

- Existing residential vacancies within Lancaster and the potential for exploring non-residential reuse of the site which would be better suited to the historic, existing buildings;
- Inappropriate new building on the canal frontage, its impact upon the Packet Boat House and the impact of new garden areas;
- Concerns over the potential increase in traffic, its impact upon the local environment, poor access and risk of additional parking in the surrounding area, which is already congested;
- Safety of pedestrians crossing the listed bridge;
- Implications that would ensue for the existing cycle network;
- Impacts of construction traffic;
- Impacts upon semi-rural character of the locality;
- Excessive housing density of the development;
- Lack of recreational open space within the development;
- Loss of heritage value of existing buildings and surroundings;
- Inappropriateness of tarmaced surfaces;
- Modifications to the listed bridge would spoil its character;
- Risk of potential damage to the listed bridge as a result of the development.

6.0 Principal Development Plan Policies

6.1 The following policies are considered relevant to the proposal:

Lancaster District Core Strategy (LDCS) (July 2008) – Policies SC1, SC2, SC4, SC5, SC6, SC7, ER7, E1 and E2.

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 SC2 (Urban Concentration) promotes the creation of sustainable communities by focussing development within existing urban areas and minimising the need to travel. This states that 90% of new dwellings will be provided in these locations.

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 in the RSS.

Policy SC5 (Achieving Quality in Design) seeks to ensure that new development contributes to the positive characteristics of its surroundings and the quality of life of the District by improving the quality of development and promoting good urban design. This policy supports regional and national agendas for raising the profile of good design in spatial planning.

Policy SC6 (Crime and Community) seeks to build sustainable communities by using spatial planning to reduce crime and the fear of crime. In particular, "secure by design" principles should be incorporated into new development.

Policy ER7 (Renewable Energy) seeks to promote and ensure the integration of renewable energy within new development, subject to acceptable impacts on townscape, landscape and residential amenity.

Policy E1 (Environmental Capital) seeks to safeguard and enhance the Districts Environmental Capital, for example, by enhancing and protecting urban greenspace, listed buildings and conservation areas.

Policy E2 (Transportation Measures) - development should be focused in sustainable locations and should improve walking and cycle networks.

6.2 **Lancaster District Local Plan (LDLP)** (April 2004) – Saved Policies H12, H13, H19, H21, E33, E35, E36, E38, E39, T16, and Supplementary Planning Guidance Note (SPG) 12 are relevant.

Policy H12 states that proposals for new housing development will only be permitted which exhibit a high standard of design, layout and landscaping, and which use materials appropriate to, and retain the distinctive local identity of, their surroundings.

Policy H13 (Sustainable Living) – housing development will only be permitted where the council is satisfied that full regard has been taken of energy efficiency, waste reduction and recycling considerations. Development with a density less than 30 dwellings per hectare will not be permitted.

Policy H19 deals with new development on small sites within Lancaster, Morecambe, Heysham and Carnforth. This seeks to ensure small-scale housing development does not result in the loss of green space or locally important open space; would not have an adverse effect on the amenities of nearby residents; provides a high standard of amenity and; makes adequate provision for drainage and parking, access and servicing.

Policy H21 (Flat development) – proposals for flats must comply with the flats standards set out in appendix 2.

Policy T16 (Residential development outside central Lancaster parking area) – Development is expected to comply with the Lancashire County car parking standards set out in appendix 6.

Policy E17 (Sites of County Conservation Importance) development likely to destroy a country biological heritage site and will not be permitted unless the need for development demonstrably outweighs the need to protect the site. Where development is permitted appropriate habitat and enhancement measures will be required.

Partially Saved Policy E30 (Green Corridors) Seeks to protect and enhance Green Corridors through new planting and landscaping, in this instance the Lancaster Canal.

Policy E33 (Alterations and Extensions to Listed Buildings) Proposals to listed buildings which would have an adverse impact on the special architectural

Policies E35, E36, E38 and E39 (Development affecting Conservation Areas) These policies seek to ensure new development is well integrated in the conservation area. Development should preserve and enhance the character and appearance of the area.

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

7.0 Comment and Analysis

7.1 Principle of Development

The principle for developing the site for residential purposes is considered acceptable and fully accords with the Council's primary objectives in delivering sustainable communities through its strategy for Urban Concentration, in compliance with policies SC1, SC2 and SC4 of the Core Strategy. In this regard, the proposal contributes to developing previously developed land, which is currently semi-redundant and offers little in terms of visual amenity to this historic parcel of land close to the city centre. The development provides housing, with renewable energies incorporated, in a very sustainable position, close to existing services and sustainable transport routes. In this regard, Members are advised that the principle of redeveloping the site is acceptable.

7.2 Accepting that the principle of redevelopment is supported, the key issues for Members to consider in determining this application are;

- Whether the proposal satisfies the criteria set out in LDLP Policies E33, E35, E36, E38 and E39 and LDCS Policies SC5 and E1 relating to the impact of development on the Conservation Area and Listed Buildings.
- Whether the proposal satisfies the criteria set out in LDLP Policy H19 and in particular whether the proposal is acceptable in terms of its impact on the existing traffic network and highway safety.

7.3 Character and Appearance

It should be noted that the design of the development has been the subject to lengthy pre-application negotiations with the Council's Senior Conservation Officer and Senior Planning Officer.

All existing listed buildings and structures on site are retained as part of the development, together with features such as the crane which will help preserve and enhance the special heritage of the site.

With regards to all the relevant Listed Building and Conservation related policies set out in Section 6 of this report, the development of the site will enable vacant listed buildings to be returned to beneficial use, together with delivering suitable family housing in the District. The alterations proposed to the listed buildings are discussed in depth in the individual Listed Building Consent applications that accompany this application (and also appear on this committee agenda). In summary, the alterations to the Old Blacksmith's Complex are considered to be respectful, retaining much of the external detail of the group. The alterations to the Packet Boat House are minimal on three elevations, but do include significant works to the canalside elevation (north elevation). This involves the removal of the timber cladding and replacement with recessed glazing. Two balconies are proposed, but these do not protrude beyond the inner leaf of the existing stone (abutting) wall. As such, its visual impact will be minimised. As the Listed Building Consent application explains, there are successful examples within the city of stone and glass being used to provide contemporary, but appropriate, buildings.

Much of the internal fabric of these listed buildings was lost during remedial works in the early-1990's. Many will remember the Old Packet Boat House as a roofless structure, prior to its regeneration. The proposals now before Members are considered appropriate and sympathetic and ensure that the original form and appearance of the buildings is not adversely compromised.

The contemporary design of the new townhouses provides a clear distinction from the surrounding listed buildings. This approach represents good design and shall add to the architectural interest of the area. The design, scale and form of the townhouses respect the scale and massing of the adjacent listed buildings with none of the new builds exceeding the heights of the Old Blacksmiths Shop or the Packet Boat House. The semi-industrial character to the design of the new builds also contributes to the sites heritage and its functional form and appearance.

It is noted that there has been some criticism of the use of render. This is on the rear elevations of the new builds, and in our view is an appropriate material on this elevation. The timber cladding to the canalside reintroduces echoes of the site's commercial past and adds visual interest to the dwellings.

The housing layout of the development is also considered acceptable. It takes significant advantage of its canalside location and the heritage of the site whilst maintaining an appropriate density of development in accordance with Policy H13 of the LDLP.

7.4 Residential Amenity

The layout and design of the development provides a suitable level of residential amenity for the future occupiers of the proposed 14 residential units. The layout of the site ensures all new dwellings have a suitable level of outlook, with all but Plot 14 facing towards the canal. Plot 14 shall consist of a two story detached dwellinghouse, located in the south east corner of the site. The provision of this dwelling within the site, despite being located behind the existing listed buildings, enables and defines the courtyard space and as such will add to the overall composition of the development. The siting and orientation of this dwelling offers an appropriate level of privacy, outlook, natural light and private amenity space. Despite some noted concerns regarding plot 14, it is our view the addition of a new detached dwelling in the proposed location would not unduly harm the setting of the adjacent listed buildings or the character and appearance of the conservation area.

In addition to outlook and the specific circumstances regarding plot 14, the development also adequately complies with the council's minimum separation distances and minimum standards for private amenity space and internal layouts, particularly in connection with the conversion of the Packet Boat House.

Criticisms have been received regarding the orientation of the proposed townhouses and in particular the inappropriateness of private gardens flanking the canal. Whilst this has not been the approach for other canal side developments in the City, the site constraints in this instance would prevent it to be any other way. The principle concern in response to this relates to the prominence and visual impact of potential garden paraphernalia, which could be considered detrimental to the visual amenities of the locality. To ensure that this situation will be prevented, it is recommended that permitted development rights are removed. The boundary treatment to the canal side gardens shall comprise of a low post and wire fence with planting. This should preserve the appearance of the area and bring an element of soft landscaping to the site, providing a buffer between the development and the Biological Heritage Site. In this regards Members are advised that the development accords with the policies H19 and SPG12 of the LDLP.

7.5 Access & Traffic

The proposals to formalise the access, improve visibility and enhance pedestrian crossing facilities at the junction to the site have all been agreed and accepted by the County Council Highways department. The works proposed shall upgrade a difficult and restricted access and improve highway and pedestrian safety at the Aldcliffe Store junction. These works shall all be carried out under section 278 of the Highways Act and shall be the subject of planning conditions.

The proposed access road improvements include the widening of the access road into the existing embankment on the north side of the bridge, the installation of an additional retaining wall and the provision of bollards. Subject to details of the bollards and road surfacing (by condition) it is unlikely the highway improvements would unduly harm the character and appearance of the conservation area or adversely affect the setting of the listed bridge.

Whilst County Highways have not objected, it is still felt that there could be further improvements to alter the internal access and vehicle manoeuvring arrangements. In particular, there are serious concerns regarding conflict between heavy goods vehicles serving the Water Witch public house, which currently have to reverse out over the bridge to the junction with Aldcliffe Road, and any vehicles associated with the proposed residential development. This concern could easily be addressed by the widening of the site entrance gateway as necessary to accommodate a suitable radius for such vehicles to reverse into and then exit the bridge in forward gear. The improvements to highway safety in this instance could outweigh the heritage value of a small section of wall, which could quite easily be relocated and incorporated into the overall design of the scheme. At the present time the applicant has declined to provide such a facility, although negotiations are still underway. In any case this could be achieved by the imposition of a planning condition.

In addition to the access improvements, the development has also been designed to facilitate and accommodate the Councils proposed cycle route, linking Basin Bridge and the canal towpath with the Royal Lancaster Infirmary. In this regard, the proposal is fully compliant with the Councils transportation and sustainability policies listed above. Surfacing treatment to the bridge, lighting and signage shall all be subject to condition in ensure the character and appearance of the listed bridge is protected.

The proposal provides adequate off-street vehicular parking and cycle storage provision for each residential unit, compliant with the Councils parking standards and relevant policies listed in section 6.

With regards to the Lancashire County Highway contributions, it is felt that the applicant's commitment to accommodate the strategic cycle link through the site is significantly beneficial to the wider community, however given the scale of the development it is also considered appropriate to seek the £15,400 highway contribution requested by Lancashire County Council for highway improvements in the City, including accessibility to and from the city and enhanced bus station improvements. The Planning Service is currently in negotiations with the applicant and shall inform Members of the outcome of any highway contributions at the forthcoming committee meeting.

7.6 **Other Matters:**

The development has been designed to accord with the principles of Secure by Design with properties occupying positions that maximise natural surveillance within and around the site. Recommendations presented by Lancashire Constabulary to increase wall and fence heights to provide a more secure environment in this instance would not outweigh the need to protect the overall design of the development in this sensitive setting. In any case Members are advised that details of all boundary treatments would be subject to condition. .

The listed buildings on site and the proximity of the site to canal provides suitable habitats for foraging bats. The Biodiversity Conservation Report submitted with the application has not provided sufficient detail to demonstrate protected bat species would not be harmed as a result of the development. The additional survey has been requested and is due to be submitted prior to the committee meeting. On the proviso that this full ecological survey is acceptable, the development should have no adverse impact on the ecological importance of the site. Furthermore, the increase in soft landscaping and garden areas fronting the site should provide improvements for habitat enhancement in the interests of the BHS.

The site shall be drained on a separate system with surface water run-off discharged into Lancaster Canal, with consent from British Waterways. In addition, the extent of impermeable surfaces within the site shall be significantly reduced by the scheme. A plan to demonstrate this has been submitted and agreed by the City Council Engineers.

8.0 **Conclusions**

- 8.1 On balance, the redevelopment of the site would provide a significant improvement to the Aldcliffe Conservation Area, together with providing suitable family housing in a sustainable location. Subject to the submission of a satisfactory bat survey and the imposition of relevant highway conditions, Members are advised that the development accords with the relevant policies contained within the Development Plan and can be supported.

Recommendation

That Planning Permission **BE GRANTED** subject to an agreement under Section 106 of the Town And Country Planning Act 1990 covering public transport improvements, including accessibility to and from the city and enhanced bus station improvements, and conditions as follows:

1. Standard Time Limit (3yrs)
2. Amended plans condition
3. Development to be carried out in accordance with the approved plans

4. The application relates to the conversion of the listed buildings only. No demolition, other than that specified by the approved plans, shall be carried out without prior approval.
5. Samples of all external materials to be used, including stone, render, slate and timber cladding, to be submitted and agreed by the LPA
6. Details of stonework coursing, pointing, heads, sills, jambs, quoins, copings and external walling to be agreed by the LPA.
7. Details of the roofing including roof ridge, verges, eaves, rainwater goods, rooflights, solar panels to be agreed.
8. Details of windows, doors, timber cladding, balconies and balustrades, external reveals and finishes to be agreed.
9. Details of all boundary treatments, fencing and gates to be agreed
10. Details of external bin store and cycle storage
11. Standard landscaping condition
11. Development to be implemented in accordance with the submitted Arboriculture Method Statement, and Tree Protection Plan
13. No development to be carried out on site including site clearance, until all trees have been protected with appropriate barrier fencing.
14. Biodiversity Conservation report and Bat Mitigation Plan to be implemented in full
15. Detail method statement for protection of the BHS during construction
16. No site clearance until a habitat/creation and enhancement management plan has been agreed
17. The site to be drained on a separate system
18. Development to be carried out in accordance with the Dwg number ELL/H20/079/015 Rev A regarding extent of proposed impermeable surfaces.
19. Standard hours of construction condition (Mon – Sat)
20. Standard Contaminated Land Condition
21. Standard condition for the importation of soil, materials and hardcore
22. Standard Condition for the prevention of new contamination (contaminated land)
23. Survey to identify the presence of asbestos (contaminated land)
24. All highway improvements to the access and access road to be implement in full prior to the first occupation.
25. Precise constructional details of access improvement to be agreed
26. Provision of turning areas to be provided and kept available at all times
27. Provision of car parking to be provided and kept available at all times
28. Provision of cycle storage to be provided in full prior to use
29. Protection of visibility splays
30. Details of all road surfacing and marking to be agreed
31. Site access gateway to be widened to accommodate a turning radius for service vehicles reversing from the towpath in accordance with details to be agreed.

32. Site entrance gates to be fixed in the open position.
33. Details of all external lighting to be agreed

- 34 Removal of permitted development rights (parts 1 and 2)
- 35 Removal of permitted development rights (no fences, walls or other means of enclosures)

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.