

Agenda Item A10	Committee Date 19 September 2011	Application Number 11/00704/VCN
Application Site J Sainsbury Plc Cable Street Lancaster Lancashire		Proposal Variation of condition 2 on approved application 09/00147/FUL to amend the design and layout of the approved scheme
Name of Applicant Sainsbury's Supermarkets Ltd		Name of Agent Mrs Becki Hinchliffe
Decision Target Date 31 October 2011		Reason For Delay N/A
Case Officer		Mr Andrew Drummond
Departure		No
Summary of Recommendation		Approval

1.0 The Site and its Surroundings

- 1.1 The site is the existing Sainsburys supermarket located to the north of Lancaster City Centre between Cable Street and the River Lune, on the central Lancaster one-way system. The store building occupies the western half of the site with the remainder forming an open, pay and display, car park behind a substantial screen wall.

The existing store building dates mostly from the 1980s and is mostly single storey. However, it does incorporate nineteenth century facades along Cable Street frontage and a four storey, former industrial building at the junction of Water Street with Cable Street, which is used for storage and staff accommodation. To the rear of this element of the building, is a small service yard fronting and accessed from Water Street adjacent to the customer car park egress. The car park access is from the eastern end of Cable Street.

The store forms a very traditional and key element of views of the historic heart of the City from the elevated bridges over the River Lune and from the road to Morecambe and the residential frontages of Skerton to the north of the river. Its existing façades form the setting to this part of the City Centre Conservation Area, the boundary of which runs along Cable Street and Water Street. The site therefore has the potential to impact significantly upon the historic character and appearance of the City Centre.

- 1.2 Facing the site on the opposite side of Cable Street are a public house, an office block, the fire station and a public car park. On the opposite side of Water Street, to the west are residential apartments and the access to a mixed residential development facing the river.

To the east and north lies the Greyhound Bridge which carries the north bound A6 main road across the river to Morecambe and Carnforth, with Green Ayre Park and Skerton Bridge, carrying the south bound A6 beyond. Between the site and the river runs the Lune Valley Cycle Track.

- 1.3 The site is well located from the public transport point of view being close to the bus station and also the hub of the District's cycle network, with good pedestrian links both across the river and into the City Centre. The walking distance from the store entrance to the primary retail area of Cheapside is

about 300m.

- 1.4 The site lies within the Flood Zone 3A and the adjacent River Lune is a County Biological Heritage Site.

2.0 The Proposal

- 2.1 The application seeks to vary condition 2 on the planning permission 09/00147/FUL (as amended by 11/00155/VCN) to alter the design and layout of the approved scheme.

- 2.2 The design and layout alterations proposed include:

1. Changes to the car park layout resulting in the addition of 4 car parking spaces to 279 spaces (including 11 parent and child spaces and 11 disabled spaces);
2. Changes to the fenestration to the first floor café area on the east and north elevations;
3. Small increase in the size of the entrance lobby;
4. A reduction in the length of the canopy on the east elevation;
5. New fire exits on the south elevation;
6. New fire exits and guardrails to the north elevation;
7. Relocation of the proposed 18 cage scissor lift within the service yard;
8. Introduction of fair-faced buff blockwork to one elevation of the rear extension facing into the service yard.

The minor amendments proposed will not result in alterations to the scale and nature of the consented development.

3.0 Site History

- 3.1 The site has a long planning history, but the significant applications are listed below:

Application Number	Proposal	Decision
83/00890/HST	Erection of retail store	Permitted
94/00483/FUL	Alterations to existing service yard, creation of new gated access to re-block up existing access and reposition of fencing and gates	Permitted
95/00402/FUL	Erection of an extension to food store to enhance customer facilities and increased retail area, and consequent removal of condition 9 of planning approval 1/83/890	Permitted
09/00147/FUL	Erection of an extension	Permitted
11/00155/VCN	Variation of conditions 2, 7 and 8 on approved application 09/00147/FUL to amend the design and layout of the approved scheme	Permitted

4.0 Consultation Responses

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

Consultee	Response
County Highways	No objection.
Environment Agency	The Agency has responded with a neutral "no comment".
Police	No comments received within the statutory consultation period.

North Lancashire Bat Group	No comments received within the statutory consultation period.
Environmental Health	No objection.
Conservation Officer	No comments received within the statutory consultation period.

5.0 Neighbour Representations

5.1 No comments received during the statutory consultation period.

6.0 Principal Development Plan Policies

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

PPS1 (Delivering Sustainable Development) - provides generic advice for all new built development. Sites should be capable of optimising the full site boundary and should deliver an appropriate mix of uses, green and other public spaces, safe and accessible environments and visually pleasing architecture. The prudent use of natural resources and assets, and the encouragement of sustainable modes of transport are important components of this advice. This advice is echoed in PPG 13 - Transport. A high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources, conserving and enhancing wildlife species and habitats and the promotion of biodiversity.

PPS4 (Planning for Sustainable Economic Growth) - All planning applications for economic development should be assessed against the following impact considerations:

- Whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change;
- The accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured; and
- Whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.

PPG13 (Transport) - 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.

6.2 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 **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 **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.

6.3 Lancaster District Local Plan (adopted April 2004)

Saved policy **E35** (Conservation Areas and their Surroundings) - development proposals that would adversely affect important views into and across a Conservation Area or lead to an unacceptable

erosion of its historic form and layout, open spaces and townscape will not be permitted.

Saved policy **E37** (Demolition) - total or substantial demolition of an unlisted building will only be permitted where it does not make a positive contribution to the architectural or historic interest of a Conservation Area. Proposals to demolish any building within a Conservation Area will only be approved where detailed planning permission has been given for a scheme of redevelopment which would preserve and enhance the Conservation Area, including effective guarantees of early completion.

Saved policy **E38** (New Building in Conservation Areas) - development proposals within Conservation Areas will only be permitted where these reflect the scale and style of surrounding buildings and use complimentary materials.

7.0 Comment and Analysis

7.1 Design

The changes proposed result in a few alterations to the elevations. Principally they are:

- Fenestration changes to the first floor café area (east and north elevations) - white painted powder coated aluminium frames to the eaves
- Fire exits on the north and south elevations - total of 4 double doors
- A reduction in the length of the canopy on the east elevation to ensure that there is no conflict with the existing pumping chamber

The other items listed in 2.2 above (namely 3, 7 and 8) are all small changes, which have very little impact on the scheme.

The fenestration changes would be an improvement to the scheme, especially on the east elevation facing onto the car park. The reduction in the length of the canopy on the east elevation is unfortunate though, but it is required to ensure that there is no conflict with the existing pumping chamber. The locations of the fire doors are acceptable though the detailing of the actual doors and surrounds is critical to ensure that the design is appropriate given the quality of the building and its setting. This detail will need to be provided as part of the requirements under Condition 4 of the original planning consent (09/00147/FUL).

7.2 Highways

The car park layout is simplified by removing 5 raised planters and incorporating new tree planting, relocating the trolley bays, improving a pedestrian walkway through the car park and introducing a "one-way" loop where the mobility spaces are situated. These alterations not only change the appearance of the site, but also increases the number of standard car parking spaces by 3, increases the disabled spaces by 2 and reduces the parent and child spaces by 1. The net gain overall is 3 spaces.

The changes are sympathetic to the site. Where planters are lost or reduced, this is being compensated for by new tree planting to break up the "sea of tarmac and parked vehicles". The planters currently create visibility problems for cars manoeuvring out of adjacent spaces, and therefore their loss will improve safety for drivers and pedestrians across various parts of the site.

The increase in spaces will help alleviate congestion of the car park at peak times, especially lunchtime on Saturdays. Given that County Highways did not object to 275 spaces, this slightly increased level of provision should be supported.

8.0 Planning Obligations

8.1 A Deed of Variation will be required to ensure that the original s106 agreement attached to planning permission 09/00147/FUL is legally linked to this application for the variation of condition 2.

9.0 Conclusions

9.1 For the reasons set out above, the planning application is recommended for approval.

Recommendation

That, subject to the signing and completing of a Deed of Variation, Condition 2 of planning permission 09/00147/FUL **BE VARIED** to state:

2. The permission relates solely to the following approved plans:

- 2006-102 P12 Rev G - proposed site plan
- 2006-102 P15 Rev G - proposed elevations
- 2006-102 P16 Rev D - proposed sections

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.