

Agenda Item A12	Committee Date 26 th June 2017	Application Number 17/00361/FUL
Application Site Land Adjacent To Railway Bridge St Georges Quay Lancaster Lancashire		Proposal Siting of a temporary sales cabin with associated parking
Name of Applicant Rachael Graham Persimmon Homes		Name of Agent N/A
Decision Target Date 6 th June 2017		Reason For Delay Committee Cycle
Case Officer	Mr Robert Clarke	
Departure	No	
Summary of Recommendation	Approval	

(i) Procedural Matters

The proposed development would normally fall within the Scheme of Delegation. However, the land to which this application relates is in the ownership of Lancaster City Council, as such the application must be determined by the Planning Committee and Highways Regulatory Committee.

1.0 The Site and its Surroundings

1.1 The site which forms the subject of this application is a parcel of land located to the north of St Georges Quay, immediately to the west of Carlisle Bridge. This land previously occupied poor quality modern buildings and temporary structures associated with earlier business uses. This land is now vacant and partially fenced off and has recently been used as a compound/car park during the remediation of the wider Luneside East site. To the south of the site lies the St Georges Walk Persimmon Homes residential development (to which this application relates) whilst the River Lune lies to the north, this body of water enjoys County Biological Heritage Site status.

2.0 The Proposal

2.1 The application relates to the temporary provision of a single storey sales cabin (3.05m x 7.32m) and generator to serve the cabin along with five car parking spaces for staff and visiting customers. The rear and side boundaries of the site are to be enclosed by 1.8m high timber fencing whilst the side boundaries will also feature small sections of 900mm timber knee rails. A small section to the front of the site will be grassed over. The sales cabin will be located parallel to the main road, set back by 3m.

3.0 Site History

3.1 The site has a complex and lengthy history. The most recent and relevant applications are listed overleaf.

Application Number	Proposal	Decision
13/01200/FUL	Erection of 149 dwellings with associated landscaping and car parking	Approved
14/01186/VCN	Erection of 149 dwellings with associated landscaping and car parking (pursuant to the variation of condition 2 on planning permission 13/01200/FUL to amend plans for the Greyfriars house type and the apartment blocks)	Approved
16/00574/FUL	Demolition of existing mill building, erection of 3 buildings comprising ground floor ancillary uses (Classes A1-A4, B1a, D1 and D2) and student accommodation above and 1 building of student accommodation, conversion of existing pump house to a mixed use communal facility (Classes A2, B1a and D1), and associated access, parking, servicing and landscaping / public realm works	Approved
17/00203/VCN	Erection of 149 dwellings with associated landscaping and car parking (pursuant to the variation of conditions 2, 4, 6, 7, 12, 25 and 30 on planning permission 14/01186/VCN to amend the layout to include the substation, agree external materials and detailing of the development, reduce the minimum recess from 100mm to 85mm for doors and windows to the frontage units, allow for commencement on site in the areas that do not impact on Network Rail and for an off-site highway scheme to be submitted prior to the occupation of the 50th dwelling).	Pending consideration

4.0 Consultation Responses

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

Consultee	Response
County Highways Department	No Objection – Advised that the sales cabin should be sited beyond the adoptable limits of the St Georges Quay public highway.

5.0 Neighbour Representations

5.1 No representations received at the time of compiling this report.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework

Paragraph 17 (core principles)

National Planning Policy Framework (NPPF) – Paragraphs 67 and 68 – Requiring Good Design

6.2 Local Planning Policy Overview – Current Position

At the 14 December 2016 meeting of its Full Council, the local authority resolved to undertake public consultation on:

- (i) The Strategic Policies and Land Allocations Development Plan Document (DPD); and,
- (ii) A Review of the Development Management DPD.

This enabled progress to be made on the preparation of a Local Plan for the Lancaster District. Public consultation took place from 27 January 2017 to 24 March 2017. Whilst the consultation responses are currently being fully considered, the local authority remains in a position to make swift progress in moving towards the latter stages of: reviewing the draft documents to take account of consultation outcomes, formal publication and submission to Government, and, then independent Examination of the Local Plan. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in 2018.

The **Strategic Policies and Land Allocations DPD** will replace the remaining policies of the Lancaster District Core Strategy (2008) and the residual 'saved' land allocation policies from the 2004 District Local Plan. Following the Council resolution in December 2016, it is considered that

the Strategic Policies and Land Allocations DPD is a material consideration in decision-making, although with limited weight. The weight attributed to this DPD will increase as the plan's preparation progresses through the stages described above.

The **Review of the Development Management DPD** updates the policies that are contained within the current document, which was adopted in December 2014. As it is part of the development plan the current document is already material in terms of decision-making. Where any policies in the draft 'Review' document are different from those adopted in 2014, and those policies materially affect the consideration of the planning application, then these will be taken into account during decision-making, although again with limited weight. The weight attributed to the revised policies in the 'Review' will increase as the plan's preparation progresses through the stages described above.

6.3 **Development Management DPD** Policy DM35 – Key Principles

6.4 **Lancaster Core Strategy** SC1 – Sustainable development SC5 - Achieving Good Design

7.0 Comment and Analysis

7.1 The key considerations arising from the proposal are:

- Timescale
- Design and streetscene impact
- Highway safety

7.2 Timescale

The application is seeking a temporary consent for the siting of a sales cabin, however, the initial application provided no defined timescale. As the site is for the erection of 149 houses it is anticipated that the scheme will take a number of years to build out. Following further discussion with the applicant it is now understood that the cabin will only be in place for a short period until Plot 112 (opposite) is constructed. Following construction this plot will accommodate the show house and the portable building and generator will be cleared from the site. It is anticipated that the show home will be constructed by the end of the year, and as such a planning condition requiring the sales cabin and ancillary structures to be removed and the site returned to its previous state before the 31 December 2017 is recommended.

7.3 Design and Streetscene Impact

At present this parcel of land is vacant and overgrown and offers little to the existing streetscene. Although the cabin will feature white steel elevations with white UPVC windows/doors, and is generic in appearance its temporary nature is taken into account. Furthermore, given that the cabin and associated facilities will be seen within the context of the wider regeneration activity at Luneside East, the presence of the proposed development is not considered detrimental to the St George's Quay street scene. Finally, the section of proposed turf combined with the timber knee rail and boundary fencing will serve to soften and screen the appearance of the development.

7.4 Highway Safety

County Highways have not raised objection, though have advised that the sales cabin should be sited beyond the adoptable limits of the St Georges Quay public highway. The proposed 3m set back from the highway is acceptable in this regard. The lack of a turning area within the site is not considered detrimental to the use of the surrounding highway network. The temporary nature of the development is acknowledged, so too is the same vehicular access arrangements of the newly constructed properties on New Quay Road. A condition requiring the implementation and retention of the car parking spaces whilst the sales cabin is in use is recommended.

8.0 Planning Obligations

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

9.0 Conclusions

- 9.1 The temporary nature of the proposed development along with its setting within the wider context of the Luneside East regeneration is considered to mitigate its visual presence within the street scene. Furthermore, the lawned area to the site frontage combined with the knee rail and timber fencing will serve to soften and partly screen the development. The implementation of the proposed development is not considered to cause harm to the operation of the surrounding highway network.

Recommendation

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

1. Temporary consent to 31 December 2017, including land restoration
2. Development in accordance with approved plans
3. Car parking to be retained for the duration of the use of the sales cabin

Article 35. Town and Country Planning (Development Management Procedure) (England) Order 2015

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

In accordance with the above legislation, the City Council can confirm that it has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been taken having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None