

<b>Agenda Item</b>	A6
<b>Application Number</b>	23/00063/FUL
<b>Proposal</b>	Demolition of part of existing warehouse building (B2) and detached outbuilding, refurbishment and recladding of remaining warehouse, installation of solar panels to the roof, erection of 2 storey rear office extension, associated access, parking, service yard, refuse storage, landscaping and drainage infrastructure
<b>Application site</b>	Sofidel UK Caton Road Quernmore Lancashire
<b>Applicant</b>	GVS Real Estate UK
<b>Agent</b>	Miss Jordan Balazs
<b>Case Officer</b>	Mrs Kim Ireland
<b>Departure</b>	No
<b>Summary of Recommendation</b>	Approval, subject to conditions

## 1.0 Application Site and Setting

- 1.1 The application site relates to a 2.4 hectare of an existing industrial site located to the far east of Caton Road Industrial Estate. Caton Road Industrial Estate is an allocated site within the Strategic Policies Land Allocations DPD that is an established existing industrial employment area. The site is made up of one large warehouse building, that internally is split into two buildings and one smaller storage building, with a large area of hardstanding to the west of the site and trees that are located to the south and east of the site. To the west of the site is the business of S J Bargh and to the east of the site is the business Holiday Inn.
- 1.2 The site is located to the north of Caton Road. To the north of the site is a public right of way footpath (FP-15) and the River Lune, which are separated by a flood defence wall. To the south and west of the site are trees, some of which are protected (2006/386).
- 1.3 There is an existing site access to the south of the site that connects to Caton Road. The existing access is traffic light controlled.
- 1.4 The site is affected by flood risk and falls within both floodzones 2 and 3, as well as areas affected by surface water flooding and a 25-50% risk of ground water flooding.

## 2.0 Proposal

- 2.1 This is an application for full planning permission for the demolition of the detached outbuilding and part demolition of the existing warehouse building. The erection of a two storey office building with the refurbishment of the existing warehouse with cladding and solar panels to the roof. Other

associated works are proposed to the associated access, parking, service yard, refuse storage, landscaping, and drainage infrastructure.

- 2.2 The detached outbuilding to the northwest of the site is to be demolished and an attenuation pond with landscaping is proposed. The proposed attenuation pond is approximately 56m in width and 32m in length and can hold 788m<sup>3</sup> of water storage. The attenuation pond is the proposed surface water drainage infrastructure for the site with an underground pumping station to the east of the attenuation pond. The land surrounding the attenuation pond will be grassed with a number of trees planted.
- 2.3 There are two parts of the existing warehouse building that are to be demolished. The far west of the warehouse will be demolished to accommodate a service yard with a large turning area suitable for HGV's and an overflow car parking area. The proposed refuse storage will be sited to the west of the service yard. The far south of the existing warehouse building is to be partially demolished to accommodate the proposed two storey rear office extension. The proposed office extension will project from the southeast facing elevation by 15.3m, 34m in width and a height of 9.29m. The extension will be finished in a mixture of Graphite Grey cladding and glazing. The proposed office extension will be of a smaller footprint than of the partial warehouse that is to be demolished. The ground floor of the proposed office building will provide 9 offices, 2 meeting rooms, a reception, a lobby, a canteen and two sets of toilets, including showers. The first floor of the proposed office building will provide 7 offices, an IT room, two sets of toilets, a board room and a breakout space.
- 2.4 The remaining warehouse building will be refurbished, which will include the replacement of roller shutter doors, fire doors, coping, guttering and installation of glazing southwest elevation and louvers to the northeast elevation. All elevations will be cladded. The replacement coping, guttering and fire doors will be finished in black, the remainder of the works will be finished in a graphite grey.
- 2.5 The existing rooflights are to be retained and the proposed solar panels are to be installed in between the existing rooflights for 75% of the roof.
- 2.6 The existing access onto Caton Road is to remain unaltered. The internal road into the site is to be slightly widened by 1m, to allow for a two-lane internal road with a pedestrian pathway, which will provide access to the new car parking area. The new car parking area will be sited to the west of the existing warehouse and will accommodate 105 car parking spaces that include 3 disabled parking spaces, 10 motorcycle spaces and 8 electric charging points for 16 cars. The car parking area includes attenuation swales and landscaping. Bicycle storage will be provided within the warehouse building.
- 2.7 To the south and east of the existing warehouse are a number of trees, some of which are to be removed to accommodate the proposed office extension and altered access, and due to the health of the trees. Compensatory tree planting is proposed within these areas. The site is already serviced by a sewage treatment plant; however, this is to be replaced by a new sewage treatment plant that will be sited within the car parking area.
- 2.8 The previous planning application of 22/00065/FUL was withdrawn to address concerns raised by Greater Manchester Ecology Unit, Lead Local Flood Authority and Environment Agency. The main differences between the previously withdrawn planning application and the submitted planning application are there was a side extension proposed to the west of the existing warehouse this has been removed from the submitted scheme. The proposed office extension has reduced in footprint by 185sqm and reduced from three storeys to two storeys.

**3.0 Site History**

- 3.1 A number of relevant applications relating to this site have previously been received by the Local Planning Authority. These include:

Application Number	Proposal	Decision
22/00065/FUL	Demolition of part of existing warehouse building (B2) and detached outbuilding, refurbishment and recladding of remaining warehouse, erection of side warehouse	Withdrawn

	extension (B2), erection of 3 storey rear office extension, associated access, parking, service yard, refuse storage and landscaping	
97/00354/FUL	Creation and raising in height of replacement roof	Permitted
1/84/00906	Rebuilding and extension of existing fire damaged warehouse	Permitted
1/82/00796	Change of use of former Nelson Works to a secure warehouse and alterations to existing vehicular and pedestrian access	Permitted

## 4.0 Consultation Responses

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

Consultee	Response
Cadent Gas	<b>No objection</b> , initially a holding objection was made, whilst Cadent Gas researched the area further for infrastructure. There is a pipeline that runs along the public right of way along the River Lune to the north of the site. No buildings are within the easement of 8m. Cadent Gas request that an informative be put on any decision requesting that prior to the works the applicant submits details to them of the planned works for review to ensure that requirements are adhered to.
Natural England	<b>Further information required</b> – A Habitat Regulations Assessment has been sent to Natural England, who have requested further information. A revised Habitat Regulations Assessment has been sent and awaiting further comments. It has been suggested a Construction Environment Management Plan is conditioned.
Quernmore Parish Council	At the time of compiling this report, no comments received.
County Highways	<b>No objection</b> , the proposal should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site and have recommended the following conditions: <ul style="list-style-type: none"> <li>• No development shall commence until a Construction Management Plan is submitted.</li> <li>• Development to accord with the submitted Travel Plan Framework</li> <li>• Any works to the existing access will require a section 278 agreement</li> </ul> Contributions to the Gravity model are not requested owing to the reductions in scale of the buildings.
Environmental Health	At the time of compiling this report, no comments received.
Lead Local Flood Authority	<b>No objection</b> , following the submission of an updated Flood Risk Assessment and updated indicative sustainable drainage strategy and have recommended the following conditions: <ul style="list-style-type: none"> <li>• Development to accord with the submitted Flood Risk Assessment.</li> <li>• No development shall commence until a final surface water sustainable drainage strategy is submitted.</li> <li>• No development shall commence until a Construction Surface water Management Plan is submitted.</li> <li>• No occupation of the development until a site-specific Operation and Maintenance Manual for the surface water drainage system is submitted.</li> <li>• No occupation of the development until a site-specific verification report for the surface water drainage system is submitted.</li> </ul>
Engineering Team	At the time of compiling this report, no comments received.
Planning Policy	At the time of compiling this report, no comments received.
Public Right of Way Officer	At the time of compiling this report, no comments received.
Arboricultural Officer	<b>No objection</b> , following the submission of an updated Arboricultural Impact Assessment and Tree Protection Plan and have recommended the following condition: <ul style="list-style-type: none"> <li>• Development to accord with the submitted Arboricultural Impact Assessment</li> </ul>

Fire Safety Officer	<b>No objections</b>
Environment Agency	<b>No objection</b> , following the submission of an updated Flood Risk Assessment and updated indicative sustainable drainage strategy and have recommended the following condition: <ul style="list-style-type: none"> <li>• Development to accord with the amended Flood Risk Assessment and the required mitigation measures.</li> </ul>
Waste and Recycling Officer	At the time of compiling this report, no comments received.
Construction Skills Training Employment Partnership	<b>No objection</b> , following the submission of updated information that now meets the requirements of the policy. Benchmark targets have been provided and a commitment to achieving these through the period of the construction programme through the following pre-commencement condition: <ul style="list-style-type: none"> <li>• A detailed Employment Skills Plan and Method Statement</li> </ul>
Electricity North West	<b>No objections</b> , there is apparatus within the vicinity of the proposed works, please attach the response as an advice note to the decision.
Greater Manchester Ecology Unit	<b>No objections</b> , following the submission of an updated Preliminary Ecological Appraisal and Bat Survey and have the following condition: <ul style="list-style-type: none"> <li>• Development to accord with the submitted updated Preliminary Ecological Appraisal and Bat Survey</li> </ul>

4.2 At the time of compiling this report, no neighbour representatives have been received.

## 5.0 Analysis

5.1 The key considerations in the assessment of this application are:

- Principle of Development
- Transport and Accessibility
- Noise and Pollution
- Flood risk and Drainage
- Nature Conservation
- Design

5.2 Principle of Development (NPPF Paragraphs 81 and 83: Building a Strong, Competitive Economy, (DM) DPD Policy DM14: Proposals Involving Employment and Premises, Strategic Policies and Land Allocations (SPLA) DPD Policy EC1: Established Employment Areas)

5.2.1 Policy EC1 of the Strategic Policies and Land Allocations DPD (SPLA DPD) sets out established employment areas in the district, stating that the Council will seek to support and encourage economic growth and new development opportunities within established employment areas. In particular development proposals for B1, B2 and B8 will be supported in principle. The site is located to the far east of the Caton Road Industrial Estate, which is listed within Policy EC1 of the SPLA DPD as an established employment area.

5.2.2 The company GVS Group has submitted the proposed works to re-development the site. GVS Group manufacturer filter solutions and are currently located in several small sites within White Lund Industrial Estate. The proposed development will allow the company to be located within one site, which will allow the growth of the business and to meet its operational requirements.

5.2.3 The proposal will mainly consist of a B2 use (General Industry) within the existing refurbished warehouse with the ancillary use of the proposed office use within the proposed two storey extension. Therefore, the proposal meets the requirements set out within policy EC1 of the SPLA DPD.

5.3 Transport and Accessibility (NPPF Paragraphs 104-113: Promoting Sustainable Transport, (DM) DPD Policies 29: Key Design Principles, DM60: Enhancing Accessibility and Transport Linkages, DM61: Walking and Cycling, DM62: Vehicles Parking Provision, DM63 Transport Efficiency and Travel Plans, Strategic Policies and Land Allocations (SPLA) DPD Policies SP3 (Development Strategy for the District), SP10: Improving Transport Connectivity and T2: Cycling and Walking

## Network)

- 5.3.1 Policy SP10 of the SPLA DPD and polices DM60, DM61 and DM63 seek to direct new development to sustainable locations, to ensure new development provides and encourages opportunities for a range of transport options and to reduce the overall need to travel. This policy approach aligns with the Council's development strategy (policy SP3) and is reflective of the principal objectives set out in the NPPF (paragraphs 104-105) to promote sustainable transport in planning policy and decision-taking.
- 5.3.2 The application has been supported by a Transport Assessment. This considers accessibility and traffic impacts associated with the development. Firstly, the site is an allocated industrial site and the existing access into the site is to remain unaltered and is controlled by traffic lights. Alterations within the site will provide a two-lane internal access road with a pedestrian footway. The site is in a highly sustainable location with the nearest bus stop located 140m to the northeast of the site. A public footpath and cycleway can be accessed directly to the south of the site from Caton Road, and the site is easily accessible to the M6.
- 5.3.3 The proposal includes a new designated service yard that is to be located to the far north of the site, that includes a large turning head. This will allow deliveries and collection of materials from HGV's, separate from the parking of vehicles for staff and visitors.
- 5.3.4 Within the site it is proposed to provide 105 car parking spaces that include 3 disabled parking spaces, 10 motorcycle spaces and 8 electric charging points for 16 cars with an internal bicycle storage that is to be located within the warehouse building. Shower facilities are to be provided within the warehouse building for staff. The proposed car parking area is for both staff and visitors to utilise. The site is considered to be in a highly accessible location, that allows staff and visitors to travel to the site not only by personal vehicles, but also by public transport, walking and by bicycle.
- 5.3.5 The submitted Transport Assessment has assessed the traffic impacts through an assessment of the anticipated trip generation. TRICS data has been used to establish the vehicle trips associated with the development. This predicts around 241 trips per day. This is based on a worst-case scenario as it does not consider shift patterns of the staff that will be in place at the site that are already in place at the existing sites within White Lund Industrial Estate. The TRICS data has also provided the vehicle trips that were associated with the previous use at the site, which show 290 trips per day. The assessment of the highways issues is considered to be acceptable and accurately reflects the impacts upon the highway network. Owing to the predicted reduced trip rates, the proposal is not considered to have a significant impact upon the highway network.
- 5.3.6 Overall, the proposal would adequately comply with the requirements of local and national planning policy regarding the prioritisation of sustainable travel modes and ensuring the development can be safely accessed. The vehicle movements associated with the proposed development will be less than the vehicle movements that were associated with the previous business and are not considered to result in a material impact on the operation of the local road network or road safety.
- 5.4 Noise and Pollution (NPPF Paragraph 130 and Paragraphs 183 – 186 Ground Conditions, Pollution and Agent of Change: Development Management (DM) DPD Policies DM29 Key Design Principles, DM31 Air Quality Management and Pollution, DM32 Contaminated Land and the Council's Low Emissions and Air Quality Planning Advisory Note 11)
- 5.4.1 Paragraph 185 of the NPPF states decisions should ensure new development is appropriate for its location taking account of the likely impacts of pollution on health, living conditions and the natural environment. Policy DM29 seeks to secure the same. The application is supported by a noise assessment. The submitted noise assessment sets out the suitable target noise limits for construction activities and suitable target vibration limits for construction activities. Given the site is within an existing industrial estate, the on-site vibration levels are low in relation to amenity/human exposure and building damage. The projected noise levels for the site are seen to be below thresholds values BS5228 and mitigation measures are set out that include appropriate choice of plant and equipment, regular maintenance of the equipment, phasing of the proposed operations and provision of temporary barriers. This can be controlled by condition.
- 5.4.2 A ground Investigation and Contamination Assessment has been submitted with the application,

given the site is within an existing industrial site. The report concludes that there were traces of asbestos found within the soil. Where there are existing hard surfacing and buildings these will provide a barrier to the asbestos and where landscaping is proposed within the site, a thick layer of clean topsoil should be laid. In the areas of the site that will require excavation i.e. the proposed office extension, attenuation pond and pumping station, asbestos specialists should be consulted to ensure the safe disposal of soils containing asbestos fibres. The report concludes that the ground contamination risks to potential receptors should be considered low subject to the proposed mitigation measures set out. This can be controlled by condition.

5.4.3 An Air Quality Assessment has been submitted with the application that assesses impacts during the construction phase and the operational phase. The dust emitting activities that will be carried out within the construction phase of the proposed development can be controlled by appropriate dust control measures. This can be set out within a Construction Environmental Management Plan that can be controlled by condition. The air quality impacts of the traffic associated with the construction of the proposed development will be for a short period of time and are considered to be negligible. A qualitative assessment has been carried out to assess the proposed air quality during the operational phase. It was found that none of the screening criteria was exceeded and therefore no significant impacts are expected during the operational phase, nor is any specific mitigation measures required. However, the best practice mitigation measures to minimise road transport emissions include green travel plan and electric vehicle points, which have already been incorporated into the proposed development.

5.4.4 Overall, the proposal would adequately comply with the requirements of local and national planning policy regarding the noise and pollution during the construction and operational phase of the proposed development.

5.5 Flood Risk and Drainage (NPPF Chapter 14 Planning for Climate Change paragraphs 152-154, 157, Planning and Flood Risk paragraphs 159--169; paragraphs, Strategic Policies and Land Allocations (SPLA) DPD Policy EC1: Established Employment Areas, Development Management (DM) DPD policies DM33 Development and Flood Risk, DM34 Surface Water Run-off and Sustainable Drainage, DM35 Water Supply and Waste Water and DM36 Protecting Water Resources and Infrastructure and the Application of the Flood Risk Sequential Test and Exception Test Planning Advisory Note 6)

5.5.1 National and local planning policy aims to direct development to areas within the lowest probability of flooding (floodzone 1). This is particularly important for development that would be vulnerable to flood risk. The proposed site lies within floodzones 2 and 3 and as such would be at risk of flooding. Accordingly, the applicant is required to undertake and satisfy the sequential and exception tests. Paragraph 162 of the NPPF states that development should not be allocated or permitted if there are reasonable available sites appropriate for the proposed development in areas with a lower risk of flooding. This paragraph goes on to state that the Strategic Flood Risk Assessment (SFRA) forms the basis for applying the sequential test. The NPPG indicates a pragmatic approach to the availability of alternative sites for the purposes of the sequential test should be taken.

5.5.2 The proposed development is within an existing allocated industrial estate with existing industrial buildings within the site. The proposed development consists of refurbishing the existing warehouse with a proposed two storey office to support the proposed business needs; therefore, the development cannot be located elsewhere within the district. Owing to the site being allocated, it is not considered that further sequential testing is required. The use of general industry is classed as less vulnerable within the flood risk vulnerability classification. The submitted information within the Flood Risk Assessment is seen to be reasonable and proportionate, given the site is already a developed industrial site, the proposed works are merely to allow the site to be utilised for the proposed business needs. An exception test is not required due to the flood risk vulnerability classification being less vulnerable. Flood resilience measures proposed consist of flood doors to the proposed office building and demountable flood barriers, temporary seals fitted to the air vents, one way valves fitted to the drainage pipes and toilets, provision of flood kits, flood gates and bunding to be fitted to areas where the finished floor levels of the office are around 9.32m AOD. Servers and computers to be kept above 9.96m AOD, high fitted electrical sockets and making the interior wet proof/recoverable to any refurbished areas of the warehouse and of the proposed office building. This can be controlled by condition.

- 5.5.3 The proposed attenuation pond to be sited to the northwest of the site is to collect surface water drainage within the site and can reach 965m<sup>3</sup> of storage volume. The additional swales within the proposed car parking area are to collect and attenuate the runoff prior to the water being pumped to the attenuation pond. The attenuation pond will then discharge directly to the existing drainage outfall onsite. Further information has been received relating to the Sustainable Drainage strategy, and it is considered that subject to conditions, the measures proposed are sufficient to mitigate against the impacts of surface water run-off.
- 5.5.4 There is an existing package treatment plan within the site. This is to be removed to accommodate a new package treatment plant that is to be sited to the north of the proposed car parking area. The sustainable drainage hierarchy states that foul drainage should be connected to the mains sewer in the first instance and if this is not possible, evidence should be provided as to why. The agent has stated that there is currently no available connection within the site to the mains sewer, they are mimicking the existing situation and the sewer would need to be pumped up to the main road level. The LPA requires further evidence of why the sustainable drainage hierarchy is not being adhered to. However, in this instance a condition can be provided requesting further information, as the LPA is satisfied that the site can be adequately drained.
- 5.5.5 Overall, subject to drainage conditions, the proposal would adequately comply with the requirements of local and national planning policy regarding the flood risk and drainage of the site.
- 5.6 Nature Conservation (NPPF Chapter 15 paragraph 174 and 179-182 Habitats and biodiversity; Strategic Policies and Land Allocations (SPLA) DPD policy SP8 Protecting the Natural Environment and EN7 Environmentally Important Areas; Development Management (DM) DPD policies DM44 Protection and Enhancement of Biodiversity and DM45 Protection of Trees, Hedgerows and Woodland)
- 5.6.1 Strategic policies SP8 and EN7 both recognise the importance and value of biodiversity within the district and expects development proposals to protect, maintain and enhance biodiversity and the districts green infrastructure. This strategic policy position is reflected in the Development Management DPD policies. Policy DM44 goes on to state development proposals should protect and enhance biodiversity and, as a principle, there should be net gain of biodiversity assets wherever possible. This policy states that where harm cannot be avoided, it should be mitigated and as a last resort compensated for, and where a proposal leads to significant harm, planning permission should be refused.
- 5.6.2 The application has been supported by an Arboricultural Impact Assessment. There are a number of trees located to the south and east of the existing warehouse building that are to be removed to accommodate the proposed office extension and altered access. Some of the trees that have been identified for removal are of low quality due to them being self seeded, or have 'ash dieback'. The site has ample enough space for compensatory tree planting, which is proposed within the proposed landscaping of the site and further details have been requested and can be controlled through a condition. The remaining trees within the site are to be protected during the construction phase of the development. This is also to be controlled by condition.
- 5.6.3 The application has been supported by a Biodiversity Net Gain (BNG) ecological statement. The site is made up of woodland, scrub, scattered trees, developed land and a line of trees. The proposed removal of some of the trees within the site equate to a habitat loss of 1.83 Biodiversity Units, as per the BNG Matrix. 2.39 Biodiversity Units are to be retained within the site. The creation of the attenuation pond, neutral grassland, urban tree habitat and modified grassland all add Biodiversity Units to the site of 3.31, therefore there is a gain of 35.02% BNG across the site. Subject to mitigation and enhancement measures, the applicant has adequately demonstrated that overall, the proposed development would comply with local and national planning policy and the Habitat Regulations.
- 5.6.4 The application has been supported by a Preliminary Ecological Appraisal and Bat Assessment. The River Lune is to the north of the site and is separated by a public right of way. Given the built up character of the site consisting of existing industrial buildings, further industrial buildings to the west of the site and the Holiday Inn to the east of the site, the ecological value of the site is considered to be low. The site is not designated or protected for its nature conservation. Initially there were bat droppings found within the warehouse to the far west of the site that is to be demolished. Further

activity surveys were carried out, that found no roosting bats were found within the building. There were gaps were found within the building, due to the amount of metal within the building, it didn't provide enough purchase for bat roosts. No further evidence was found of bats within the remainder of the buildings within the site. Therefore, it is concluded there the risk to bats is low. Birds were found to be present within the building that is to be demolished to the far west of the site. It is stated that birds should be deterred from nesting; and this can be done by using sonic devices or visual deterrents. GMEU (our ecology advisors) are satisfied with conclusion that has been made. Mitigation measures are set out within the submitted report with regards to times of year works shall be carried out. This can be controlled by condition and with this condition the development would accord with the NPPF and policy DM44.

5.6.5 Natural England were consulted on the original proposal and suggested that further information be submitted; this has been provided. Although Natural England have not responded on the further information at the time of writing, the information is considered to satisfy the concerns initially raised. It is considered that a further update can be provided at the Committee.

5.6.6 Subject to mitigation and enhancement measures, the applicant has adequately demonstrated overall that the proposed development would comply with local and national planning policy and the Habitat Regulations.

5.7 Design (NPPF Section 12 Achieving well-designed places, 154 -155 and 157 Planning for Climate Change, Development Management (DM) DPD Policies DM29 Key Design Principles and DM30 Sustainable Design)

5.7.1 Planning policy places an increasing emphasis on the need to deliver high-quality, beautiful and sustainable places. Policy DM29 seeks to achieve this overriding ambition by ensuring new development contributes positively to the identity and character of an area through good design that has regard to local distinctiveness, siting, layout, materials, orientation and scale.

5.7.2 The proposed development is seen to enhance the appearance of the site, removing the surplus storage building and parts of the warehouse building that are not required and provided a two storey office extension to the front of the existing warehouse to allow the business to expand and utilise the site as required. The refurbishment works to the existing warehouse building are seen to be an improvement to the site and will provide a seamless link to the proposed two storey office extension and to the proposed solar panels to the warehouse roof in terms of material palette. The proposed removal of some of the trees to the south and east of the existing warehouse will reveal the site and will provide an improvement to the site visually when viewed from within the street scene. Details and specifications of the materials are to be conditioned.

5.7.3 In the context of the climate change emergency that was declared by Lancaster City Council in January 2019, the effects of climate change arising from new/ additional development in the District and the possible associated mitigation measures will be a significant consideration in the assessment of the proposals. The Council is committed to reducing its own carbon emissions to net zero by 2030 while supporting the district in reaching net zero within the same time frame. Buildings delivered today must not only contribute to mitigating emissions, they must also be adaptable to the impacts of the climate crisis and support resilient communities. One of the primary areas for emissions reductions for development in supporting the transition to net zero is in building to high fabric standards and supplying the new buildings with renewable and low carbon energy. This is highlighted in the Local Plan in policies DM29: Key Design Principles and DM30: Sustainable Design and supported by PAN9 – Energy Efficiency in new Development Planning Advisory Note.

5.7.4 The application has been supported by an Energy Statement. A fabric first approach has been taken with the proposed renewable energy options. These include solar panels to be installed to the existing warehouse building which displace 26% of the CO2 generated by the proposed building. Electrical vehicle charging points are proposed within the proposed car parking area and Air Source Heat Pumps have been incorporated into the energy strategy. The submitted strategy states a commitment to achieve BREEAM 'Very Good' rating and a total saving of 1.9% below current (2021) Building Regulation Standards. Conditions are recommended to secure the BREEAM 'Very Good' rating as well as a detailed scheme setting out compliance to achieve the 12% betterment above building regulations and all renewable energy proposals. The proposed development will positively contribute to the Council's ambitions to move towards more sustainably designed development in



order to tackle the effects of climate change. The proposal is considered compliant with current national and local planning policy in this regard.

## **6.0 Conclusion and Planning Balance**

- 6.1 The site is an existing allocated employment site within Caton Road Industrial Estate. The proposed works seeks to demolish and refurbish the existing warehouse building, together with erecting an office extension and other associated works to adhere to the needs of the company GVS Group.
- 6.2 The proposed development is in a highly sustainable location for public transport and public rights of way near to the site, therefore staff and visitors will not wholly rely on personal vehicles. The existing access is to remain unaltered and the internal access alterations will allow for two land traffic and a footway. The TRICS data submitted within the Transport Assessment show a reduction of vehicular trips, compared to the existing situation. Adequate parking is provided within the site that includes disabled spaces, motorcycles spaces, electric charging points and bicycle storage within the warehouse building. Accordingly, the proposal is considered to be acceptable in highway terms.
- 6.3 The proposed vibration and noise levels are seen to be below threshold values BS5228, subject to mitigation measures that include choice of plant and equipment, regular maintenance, phasing of proposed operations and provision of temporary barriers. Traces of asbestos have been found within the site, thick layers of topsoil are suggested within the proposed landscaping areas and where excavation is required, asbestos specialists should be consulted to ensure its safe disposal. The ground contamination risks to potential receptors are considered low, subject to mitigation measures. The associated air quality risks during the construction phase will be for a short period of time and are considered negligible. Dust emission activities can be set out within a Construction Environmental Management Plan.
- 6.4 The site is located within Floodzones 2 and 3. The proposed development is within an existing allocated industrial estate with existing industrial buildings within the site. The proposed refurbishment of the existing warehouse buildings and erection of the proposed office building cannot be built elsewhere within the district and the proposed works are to allow the site to be utilised efficiently by the business needs. General Industry is classified as less vulnerable within the flood risk vulnerability classification therefore an exception test is not required. Flood resilience measures are proposed to be incorporated with the proposed works. The attenuation pond and swales within the site will collect and drain the site from surface water and will connect to an existing drainage outfall onsite. The proposed package treatment plant is to replace the existing package treatment plant, however it does not conform with the drainage hierarchy and therefore further details are requested by condition. However, the LPA is satisfied that foul drainage can be appropriately drained from the site.
- 6.5 There are a number of trees that are to be removed from the site to accommodate the proposed development. However, there is ample enough space within the site for compensatory planting. There will be a gain of 35.02% biodiversity net gain within the site with the proposed attenuation pond and proposed tree planting and landscaping. Bat droppings were initially found on the first survey, however further activity surveys were carried out to find no bat roosts were within the buildings and the building did not provide enough purchase for bat roosts. No evidence was found of bats within the remaining buildings. Birds were found to be present within one of the buildings, however mitigation measures such as sonic devices and visual deterrents can prevent birds from nesting within the building.
- 6.6 The proposed works to the site have been designed to enhance the appearance of the site, with the demolition of surplus buildings and the addition of the proposed office extension. The works are thought to provide an improvement to the site visually when viewed from within the street scene. The proposed works are seen to have a fabric first approach with the inclusion of solar panels, electrical charging vehicle points and air source heat pumps. There is a commitment to achieve BREEAM 'very good' rating and there is a total saving of 1.9% compared to the existing building.

## **Recommendation**

That Planning Permission BE GRANTED subject to the following conditions:

Condition no.	Description	Type
1	Standard 3 Year Timescale	Control
2	Development in accordance with approved plans	Control
3	Employment Skills Plan and Method Statement	Pre-commencement
4	Construction and Traffic Management Plan	Pre-commencement
5	Construction Environmental Management Plan	Pre-commencement
6	Final Surface Water Sustainable Drainage Strategy	Pre-commencement
7	Construction Surface Water Management Plan	Pre-commencement
8	Site-Specific Verification Report for the Surface Water Drainage System	Pre-commencement
9	Site-Specific Operation and Maintenance Manual for the Surface Water Drainage System	Pre-commencement
10	Site-Specific for the Foul Drainage System	Pre-commencement
11	Details and Samples of External Materials to the Building and External Surface Materials	Prior to Installation
12	Provision of Parking and Turning Head in accordance with the approved plan	Prior to Occupation
13	In accordance with submitted Ground Investigation and Contamination Assessment and Validation of Remediation Strategy	Prior to Occupation and Control
14	In accordance with submitted FRA	Control
15	In accordance with submitted AIA	Control
16	In accordance with submitted Travel Plan Framework	Control
17	In accordance with submitted Preliminary Ecological Appraisal and Bat Survey	Control
18	In accordance with the mitigation set out within the Energy Statement to be BREEAM Very Good Standard	Control

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

Lancaster City Council 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 officer 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