

Agenda Item A6	Committee Date 4 April 2016	Application Number 16/00051/FUL
Application Site Land To The Rear Of Queens Hotel 34 - 36 Market Street Carnforth	Proposal Erection of 2 one bedroom apartments and 8 two bedroom apartments	
Name of Applicant Dewcraft Ltd	Name of Agent Mr Manning Elliott	
Decision Target Date Extension of time agreed until 3 June 2016	Reason For Delay None	
Case Officer	Mrs Eleanor Fawcett	
Departure	No	
Summary of Recommendation	Approval	

(i) Procedural Matters

This application was reported to Planning Committee on 4 April 2016 and it was resolved that consent be granted subject to a Unilateral Undertaking to secure offsite contributions towards affordable housing and a local play area. In November 2014, the Government introduced guidance to reduce the burden of planning obligations on developers for smaller schemes. This set out that, outside AONBs, affordable housing should only be requested on residential schemes of over 10 units. This was subsequently challenged by West Berkshire District Council and Reading Borough Council and the guidance was found to have been unlawfully introduced and, as a result, the guidance was removed in July 2015 and the adopted policy position restored. However, on 11 May 2016 the Court of Appeal quashed West Berkshire and Reading's judicial review judgement and, as such, the previous guidance introduced by the government has now been reinstated. This therefore means that, given the scale of the development, there is now no requirement for the contributions. As this differs from the recommendation approved at the Planning Committee meeting in April, the application is being reported back to Committee.

1.0 The Site and its Surroundings

- 1.1 This application relates to land to the rear of the Queen's Hotel which fronts onto Market Street in the centre of Carnforth. The site comprises a large area of hardstanding, used for parking in association with the Queen's Hotel which is currently closed, and a large detached stone building. The land extends behind several other properties fronting onto Market Street, in addition to the Queens Hotel. Access is from Market Street, through an undercroft between numbers 36 and 38. Along the rear and eastern boundary of the site is a brick wall and along the western boundary are a metal railings.
- 1.2 Adjacent to the site, to the north and east, is a large car park associated with Booths. The supermarket is set further away from the site boundary to the north east. This adjacent land is at a significantly lower level than the application site. The site is supported by a large stone retaining wall on three sides. To the west of the site are the rear yards associated with some of the adjacent properties in addition to a surgery and health centre which are both at lower levels than the site. There is also a pedestrian route linking Market Street to the public car park. To the north west is the end of a row of terraced properties fronting onto Ramsden Street which are at the similar lower level.

1.3 The site is located within the Carnforth Conservation Area, the boundary of which follows the rear boundary of the site. There is a United Utilities sewer crossing part of the site close to the buildings on Market Street. The site is also adjacent to the Carnforth Air Quality Management Area (AQMA) and is within the area identified as the town centre, and the adjacent properties fronting on to Market Street are designated as primary retail frontage.

2.0 The Proposal

2.1 The application seeks consent for the erection of a two-storey building which will contain a total of 10 apartments, 2 of which will have one bedroom and 8 of which will have two bedrooms. The building would be arranged in roughly an L-shape around a courtyard providing parking and turning facilities. Garden areas have been proposed for each of the ground floor apartments and external shared bicycle and bin stores are also provided. The walls of the building are proposed to be finished in a mix of render and stone and the roof would be slate, in addition to some flat roofed areas.

3.0 Site History

3.1 There is an extensive history on the site, the most recent is set out below:

Application Number	Proposal	Decision
14/01168/FUL	Erection of 8 one bed apartments and 12 two bed apartments to rear of existing Hotel	Refused
99/00767/CU	Renewal of temporary permission for change of use of car park to hold car boot sales on Saturdays only	Approved
97/00515/CU	Renewal of temporary permission for Change of Use of car park to hold car boot sales on Saturdays only	Approved
96/00772/CU	Change of use of land for use as an outdoor market to the rear of Queens Hotel (one day a week only).	Approved
96/00324/CU	Change of use of car park to hold car boot sales on Saturdays only.	Approved

3.2 Planning permission was refused in March 2015, at planning committee, for a similar scheme to the one currently proposed but on a larger scale. It was refused for the following reasons:

1. *It is not considered that the current scheme respects that character of the built form and its wider setting as a result of the scale, massing, height and design of the proposed building, or fully addresses safety and security. It is therefore considered that the proposal does not represent high quality design and will not preserve or enhance the character of the Conservation Area. As such, the development is contrary to the aims and objectives of the National Planning policy Framework, in particular the Core Planning Principles and Sections 7 and 12, Policy SC5 of the Lancaster District Core Strategy and policies DM31, DM32 and DM35 of the Development Management Development Plan Document.*
2. *The proposal fails to provide a safe and appropriate means of access to serve the development and the generation of additional traffic movements to and from the site as would be detrimental to highway safety. As such, the development is contrary to the aims and objectives of the National Planning Policy Framework, in particular Sections 4, and Policy DM20 Development Management Development Plan Document.*
3. *The proposal does not fully take into consideration the needs of the adjacent business, particularly in terms of access and servicing, or the potential impacts on the amenity of the proposed units from the nearby commercial properties. The proposal may therefore impact on the ability of the primary retail frontage to be maintained to the detriment of the vitality of the town centre. It therefore conflicts with the aims and objectives of the National Planning Policy Framework, in particular, the Core Planning Principles, and policies DM1 and DM2 of the Development Management Development Plan Document.*
4. *As a result of the siting, scale and design of the proposed building, and the proximity to nearby commercial properties, it is not considered that the development will provide an*

acceptable level of amenity for both neighbouring and future residents of the proposed building. The proposal is therefore contrary to the aims and objectives of the National Planning Policy Framework, in particular the Core Planning Principles and Sections 7, and Policy DM35 Development Management Development Plan Document.

5. The proposed building would cross a public sewer and as such would not comply with current United Utilities guidance in relation to separation distances set out within 'Sewers for Adoption'. The proposal would therefore not be deliverable and as such does not comply with paragraph 173 of the National Planning Policy Framework.

4.0 Consultation Responses

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

Consultee	Response
Carnforth Town Council	Object. Concerns in relation to: the access for vehicles through the Queen's Hotel and impacts on highway safety; access restrictions for emergency vehicles; and the impact on the Queen's hotel as not considered as part of the application.
Environmental Health	No objections subject to conditions requiring: the assessment/control of noise impacts from commercial uses & transport on the development; hours of construction; standard contamination conditions. Measures should be obtained to minimise transport/emissions impacts. Recommend that an assessment of potential odour issues is undertaken in relation to the extraction system at the Chinese takeaway.
Conservation	The proposal is considered to be acceptable and is now of a compatible scale with wit the surrounding and adjacent development. Query whether the new perimeter walls could be constructed from the stone from the barn to be demolished.
Public Realm Officer	No objection subject to the provision of the following in relation to open space: 125 square metres of amenity space on site and an off-site contribution of £9,736 towards parks and gardens and the equipped play area on Kellet Road.
County Highways	No objection , however the development will need to be constructed from the rear of the site and not Market Street, and should be detailed within a construction management plan. Also requested a conditions requiring offsite highway works (yellow box markings on highway and TRO).
County Council Planning	An education contribution is not required at this time.
Lancashire Constabulary	As there have been relatively recent incidents of crime in the vicinity of the site, various security measures are advised.
Lead Local Flood Authority	No comments received.
Lancashire Fire and Rescue Service	It should be ensured that the scheme fully meets all the requirements of part B5 of the Building Regulations.
United Utilities	No comments received.

5.0 Neighbour Representations

5.1 Two pieces of correspondence have been received, raising an objection to the proposal. They have set out the following concerns:

- Impact on the future use of the Queens Hotel building by removing the car parking and the fire escape;
- Impacts from noise and odour on residential use;
- Restriction of access to rear of bookshop; and,
- Length of the development.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

Paragraphs 7, 14 and 17 – Sustainable Development and Core Principles

Paragraph 32 – Access and Transport
Paragraphs 49 and 50 - Delivering Housing
Paragraphs 56, 58 and 60 – Requiring Good Design
Paragraph 124 – Air Quality Management Areas
Paragraphs 131 – 134 and 137 – Designated Heritage Assets
Paragraph 135 – Non-designated Heritage Assets
Paragraph 173 – Ensuring viability and deliverability

6.2 Lancaster District Core Strategy (adopted July 2008) (LDCS)

SC2 – Urban Concentration
SC4 – Meeting Housing Requirements
SC5 – Achieving Quality in Design
SC6 – Crime and Community Safety

6.3 Development Management Development Plan Document (DM DPD)

DM1 – Town Centre Development
DM2 – Retail Frontages
DM20 – Enhancing Accessibility and Transport Linkages
DM22 – Vehicle Parking Provision
DM31 – Development Affecting Conservation Areas
DM32 – The Setting of Designated Heritage Assets
DM33 – Development Affecting Non-Designated Heritage Assets or their settings
DM35 – Key Design Principles
DM37 – Air Quality Management and Pollution
DM41 – New Residential dwellings

6.4 Other Material Considerations

- Meeting Housing Needs Supplementary Planning Document
- Section 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that the local planning authority should pay special attention to the desirability of preserving or enhancing the character and appearance of Conservation Areas.

7.0 Comment and Analysis

7.1 The main issues to be considered in the determination of this application are:

- Principle of development
- Scale, Design and Impact on Conservation Area
- Access and highway impacts
- Residential Amenity
- Affordable Housing
- Air Quality
- Contaminated land
- Public Sewer
- Drainage
- Open space

7.2 Principle of development

7.2.1 The site is located in a highly accessible location within the centre of Carnforth. It is therefore a sustainable location for new residential development given the proximity to a variety of services. The site is to the rear of buildings fronting onto Market Street identified as primary retail frontage. Policy DM1 of the DM DPD sets out that proposals for residential development within town centre locations will be considered favourably where they are above ground floor level and do not restrict the maintenance of an active street frontage, particularly within designated retail frontages. This proposal would have residential accommodation on all three floors but would be set back from the retail frontage, accessed via a narrow undercroft between the buildings. It would likely be impractical, given the nature of the access, or unviable, given its position, to require the ground floor to be used

for commercial purposes.

7.2.2 The impact on the ability of the primary retail frontage to be maintained does need to be taken into consideration. One of the reasons for refusing the previous application on the site was because the proposal did not fully take into consideration the needs of the adjacent business, particularly in terms of access and servicing, or the potential impacts on the amenity of the proposed units from the nearby commercial properties. The previous scheme was larger and was designed in a U shape with a central courtyard. The current application has effectively removed most of the development along the western boundary and it is now all two storey, rather than a mix of two and three storey. Environmental Health raised the same concerns as the previous application regarding impacts on the residential use in terms of odour from the flue at the rear of the Chinese restaurant, and set out that an assessment should be undertaken. This has not been done, however the development is set further from the rear of this property than the previous scheme, separated by approximately 19 metres. As such, it is considered that the impacts would not be significant and mitigation, if required, could be controlled by condition. A condition has also been requested by Environmental Health with regards to a noise assessment to determine if any mitigation is required for noise impacts from the nearby commercial uses and traffic.

7.2.3 Within the parking provision for the application site, a space each has been provided for the Indian and Chinese restaurants which are on Market Street. In relation to the operation of the Queen's Hotel, the agent has set out that the lorry that carries out deliveries is too large to access the rear of the building through the undercroft and therefore parks on the highway. Even if this is the case, if there is no space to the rear for any servicing or deliveries then this may significantly impact on the ability or viability of the business to operate and could therefore result in the loss of the commercial premises within the primary retail frontage. Facilities for deliveries for smaller vehicles to the public house/hotel have been requested. The plans have been amended to show a relatively large space at the rear of the building but, due to the reconfiguration of the car park to include a cycle store, the proposed spaces for the Chinese and Indian Restaurants adjacent to the site have been removed. There is no requirement for these spaces to be provided and the proposal now provides adequate delivery space for the Queens Hotel. It is therefore not considered that the proposal will have a detrimental impact on the primary retail frontage.

7.3 Design and Impact on Conservation Area

7.3.1 The site is located on the edge of, but within, the Carnforth Conservation Area. Some of the adjacent properties to the south (32-42 Market Street) have been locally listed and as such are considered to be non-designated heritage assets. The adjacent development fronting onto Market Street is a mix of two and three storeys and many have two storey outriggers. The proposal relates to a two storey building arranged in an L-shape. There is some variation in height, but at its highest it would be 9 metres with all the eaves level at around 6 metres. A parking area is proposed to the south and west of the building, adjacent to the public house/hotel. The land levels change considerably to the north, east and north west of the site. Two sides of the site bound the car park at Booths but there is also a health centre and residential properties to the north west.

7.3.2 The previous application was refused as it was considered that the height of the proposal poorly related to the adjacent public car park, supermarket and terraced dwellings on Ramsden Street and would be visually overly dominant. The height of the development, as proposed by the current scheme, better relates to the rear of the properties fronting onto Market Street, many of which have two storey outriggers and also reduces the visual dominance from the lower land to the north. The scale is now considered to be much more appropriate to the setting of the site.

7.3.3 The building has been designed with several projecting gables on the north and east elevations and the walls are proposed to be finished in a mix of render and stone. Both the design and finish will help to break up the overall bulk and massing of the building. Some concerns were raised with regards to the position and design of some of the windows in the east elevation as it gives a slightly unbalanced appearance. This related specifically to the offset position of a pair of windows in one gable and this mix of styles and sizes of windows, some having a central mullion. The north elevation is considered to be is much more balanced and, although it does include a small set of windows, these do not stand out as much as there is a clear flow with the fenestration across the elevation. Alterations to windows have been made on the east elevation, and those with a central mullion have been separated, so now gives more balanced appearance. In addition, some of ground floor windows have been changed to doors at ground floor to provide access to garden areas.

- 7.3.4 On the elevations facing the parking area, there were some concerns with regards to two flat roof elements and it was advised that an alternative approach was taken. These have remained, but the finishes have been altered so that they match the render of stone wall that they will be visible against. The flat roofed elements are still considered to be a poor aspect of the design. However, given that they are set into the site, back from the access point from Market Street, it is not considered that they will be detrimental to the overall appearance of the building and character of the area, subject to appropriate detailing at the top of the wall.
- 7.3.5 In terms of the detail, the windows are proposed to be powder coated aluminium. The precise details and colour of both the windows and doors can be controlled by condition. The boundary adjacent to the carpark to the north comprises a large stone retaining wall and, the existing brick wall above will be replaced with stone. There was originally proposed to be a landscaped area between the building and the wall but there were queries raised regarding the management of this and impact on amenities of residents if used by all residents. As such, it was then divided with boundary fences with a gate providing access through each yard/garden area. This was not considered to be appropriate and it was suggested that each ground floor property had maintenance of this land and access from within the flat. This has now been changed. Concerns were also raised with regards to the visual impact of dividing fences and domestic paraphernalia from the use of this land in association with each individual flat. It has therefore been suggested that a higher boundary wall is proposed, and can be controlled by condition. Although the land is higher than the adjacent carpark, the development would be visible from the A6 which is at a higher level.
- 7.3.6 Some issues have been raised by Lancashire Constabulary with regards to security. Some of these could be addressed by way of condition, such as lighting, how far door reveals are recessed and the security of the bin store, but some fall outside the remit of planning. They have raised no overall objections to the design or layout of the scheme from a security perspective.
- 7.3.7 When considering any application that affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. This is reiterated in policy DM31 of the DM DPD which goes on to set out that new buildings within Conservation Areas will only be permitted where it has been demonstrated that:
- Proposals respect the character of the surrounding built form and its wider setting in terms of design, siting, scale, massing, height and the materials used; and,
 - Proposals will not result in the loss or alteration of features which contribute to the special character of the building and area; and,
 - Proposed uses are sympathetic and appropriate to the character of the existing building and will not result in any detrimental impact on the visual amenity and wider setting of the Conservation Area.

Although it is considered that some elements of the design could be improved, subject to appropriate conditions attached to any consent, it is considered that the proposal is in keeping with the character and appearance of the Conservation Area and respects the height and design of neighbouring development. It is therefore considered that it will preserve character of the Conservation Area.

7.4 Access and highway impacts

- 7.4.1 Although the site has been previously used as a car park, a new residential use is proposed and as such a safe and appropriate means of access must be provided to serve the properties. There are also likely to be more regular vehicle movements associated with the proposal. The previous application was refused as it was not considered that the scheme proposed a safe and appropriate means of access. There were concerns regarding the ability for two vehicles to pass on the access and also allow for pedestrian access and the restriction of access by larger vehicles due to the access through the undercroft. Market Street is particularly busy in the vicinity of the site and there is quite often queuing traffic in front of the access given the proximity to the traffic lights. If there is not sufficient space for two vehicles to pass on the access then there is potential for vehicles to have to wait to enter the site within the highway, increasing the likelihood of queue generation on Market Street. This would be likely to prejudice the free flow of traffic on the highway, increasing the likelihood of collisions and drivers undertaking inappropriate manoeuvres. The proposal can also not achieve highway visibility requirements, as set out in Manual for Streets, which is likely to be detrimental to both highway and pedestrian safety. The visibility could not be improved as it is restricted by the buildings adjacent to the access. This was part of the highway reason for refusal.

- 7.4.2 The current scheme has reduced the number of apartments on the site and the amount of parking proposed. There are now 10 spaces, one for each apartment, in addition to a larger space for the public house. At present there is a raised walkway adjacent to the Queens hotel which vehicles cannot pass over. The current application proposes a shared level access for pedestrians and vehicles, with a total width of 5.6 metres, 1.2 metres of which surfaced/ identified in a different way to demarcate the pedestrian route. Plans showing vehicle tracking have also been submitted. These demonstrate that, mainly due to the position of the existing building, it would be unlikely that two vehicles could pass at the entrance given the position a car needs to be in to manoeuvre. The fire escape was originally proposed to be removed, but is now proposed to be retained. This is set back from the highway. Some road markings have been proposed on the access road/drive, but it is unclear what they will achieve as the buildings restrict visibility of the highway and vehicles turning into the site.
- 7.4.3 County Highways had suggested that a lay-by on Market street be considered for delivery vehicles, including removals, as they would not be able to pass through the undercroft. There were concerns that vehicles would park on the pavement in front of the Queens Hotel. Following further discussion, the Highways Officer does not now consider this to be required and is not raising an objection to the proposal. They have set out that the management of site access arrangements will require the implementation of a range of off-site highway improvement measures involving a traffic regulation order and laying of thermoplastic yellow box markings or similar to prevent traffic queuing at the traffic lights, blocking the access to the site. Reduced parking provision within the application site is deemed acceptable due in principle to the proximity of town centre bus, rail and private transport services. That said, extensive car parking facilities in the immediate vicinity are all privately managed with limitations on the amount of time vehicles can park. Likewise, use of traffic regulation orders on Market Street are likely in themselves to act as a significant deterrent to individuals with private vehicles considering use of any of the residential units.
- 7.4.4 Due to the constraints of the site, in particular height restrictions at the site's point of access with Market Street, County Highways they have set out that it should be ensured that the building can be constructed from third party land to the rear given the impact on the operation of the highway if constructed from Market Street. They have stated that under no circumstances would it be deemed acceptable to effect the movement of vehicles along this particular length of carriageway to the detriment of vehicle movements through the adjacent signalised junction and town centre as a whole. The agent has been contacted to ascertain if any discussions have taken place with any neighbouring land owners and confirmed that this had not been carried out. A condition can be attached requiring a construction management plan and it would need to be demonstrated that the development could be constructed without having a detrimental impact on the operation of the highway.
- 7.5 Residential Amenity
- 7.5.1 The nearest residential properties are above some of the adjacent buildings fronting onto market street. The current scheme has removed the element from the previous application which was closest to these. The rear wall of the nearest property would be approximately 21 metres from the proposed building, with the nearest habitable room window further than this. The building would be closer to the rear of the bookshop, but there does not appear to be any residential properties on the upper floors. The nearest side window at first floor has been removed from the scheme so that there are no direct views between upper floor windows. It is not therefore considered that the proposal will have a detrimental impact on the amenities of residential properties fronting onto Market Street.
- 7.5.2 To the north west lies the end of a row of terraced dwellings fronting onto Ramsden Street. These are approximately 4.5m lower than the application site. The development would be approximately 17m from the boundary of the nearest dwelling and approximately 20m from the rear wall. There are some windows facing roughly in the direction of this neighbouring dwelling, but given the difference in levels and the distance, it is not considered that there will be a significant impact on privacy. Given the reduced height from the previous scheme, it is not considered that the proposal would result in a loss of light or having an overbearing impact on nearby residents.
- 7.5.3 The arrangement of the building is such that there will be no overlooking between the new properties. As already raised above, there is potential for noise and odour impacts from nearby commercial uses, however, it is considered that this can be adequately controlled by condition, to

ensure adequate mitigation is put in place.

7.6 Affordable Housing

7.6.1 Policy DM41 of the DM DPD sets out that within urban areas, proposals for 5 to 14 residential units will be expected to provide 20% affordable housing on site. The submission originally set out that 2 of the flats would be for discounted sale. This was then amended to be a financial contribution of £44,677 in lieu of onsite provision. However, given that a recent Court of Appeal decision has reinstated the Government's guidance (from November 2014), affordable housing can no longer be requested on schemes of 10 units or fewer outside AONBs. Therefore no provision is required.

7.7 Air Quality

7.7.1 The proposed development borders the Carnforth Air Quality Management Area (AQMA). Environmental Health have set out that given that the location is away from Market Street it is not anticipated that exposure in this location would prohibit the proposed development or require a ventilation based solution. Traffic will however to some extent impact on the AQMA and, although the development is not large, it has been recommended that emphasis is placed on obtaining measures to minimise the transport/emissions. This could be done through: provision of an electrical charging point to facilitate the use of electric vehicles; provision of measures/ facilities to promote cycling and walking; energy efficiency measures; use of Ultra low NOx boilers if gas boilers are to be installed and a low emission car share scheme. The proposal does already provide a shared cycle store. Other measures could be requested by way of condition if considered necessary.

7.8 Contaminated land

7.8.1 As the site has been used as a car park there is potential for contamination. However, there is no evidence to suggest that there have been any uses of the site that would result in significant levels with potential to cause harm to future occupiers. As such, it is considered that this could be adequately dealt with by condition requiring a preliminary risk assessment and further investigation and mitigation if necessary.

7.9 Public Sewer

7.9.1 In relation to the previous application, United Utilities advised that a public sewer crosses the site and they will not permit building over it. An access strip width of 6m is required, 3m either side of the centre line of the sewer, in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. This has been shown on the layout plan and is not affected by the development. An existing wall and the gate for fence for the bin store will cross the easement but is easily removable so should not be an issue.

7.10 Drainage

7.10.1 Given the size of the scheme, the Lead Local Flood Authority has been consulted and any response will be reported at the meeting. The site already comprises hard standing, however, runoff is likely to be increased as a result of the development. A surface water drainage scheme can be requested by way of a condition.

7.11 Open Space

7.11.1 A response has been provided by the Public Realm Officer in relation to the need for open space in relation to the development. It has been set out that 125 square metres would be required on site. The original site plan showed a shared space between the building and the carpark. However there were concerns with regards to how this would be used as it would result in overlooking into ground floor windows. It is now proposed to be divided for each ground floor property. Given the layout, this is considered to be the most appropriate solution.

7.11.2 Other requirements would require off site contribution. An assessment provided by the Public Realm Officer shows that: there are no parks within Carnforth and therefore the contribution should be made the nearest park, Happy Mount Park; there are currently no young people's play facilities within the town and no current projects have been identified to make a financial contribution to; there are no public facilities sports facilities within the town and therefore there will be no requirement for

this; and a contribution should go to the development of the play area on Kellet Road. It was agreed that a financial contribution of £7,600 would be provided towards the play area on Kellet Road. However, given that a recent Court of Appeal decision has reinstated the Government's guidance from November 2014, planning obligations can no longer be requested on schemes of 10 units or fewer outside AONBs. Therefore no provision is required.

8.0 Planning Obligations

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

9.0 Conclusions

9.1 The site is located in an accessible location within Carnforth and helps towards the housing provision within the District. It is considered that the development is of an appropriate scale and design, in keeping with the character and appearance of the Conservation area, and will not have a significant adverse impact on highway safety, residential amenity or the primary retail frontage. The proposal is therefore considered to be acceptable.

Recommendation

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

1. Standard time condition
2. Approved Plans
3. Construction management Plan including hours of construction
4. Off-site highway works
5. Details/widening of access
6. Surface water drainage scheme
7. Contamination investigation and remediation
8. Noise and odour assessments and mitigation measures to prevent adverse impacts on occupiers
9. Materials including – windows, doors, heads, cills, mullions, render, slate, stone (including sample panel), details of pillars, eaves, verge, ridge and rainwater goods.
10. Boundary treatments
11. Surfacing details and creation of parking and turning facilities prior to occupation (including how they will be demarcated for different users)
12. Landscaping
13. Bin store and bike store
14. External lighting

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:

Lancaster City Council has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the agent to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made 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.

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