

<b>Agenda Item</b> A7	<b>Committee Date</b> 6 February 2017	<b>Application Number</b> 16/01308/REM
<b>Application Site</b> Land For Proposed Bailrigg Business Park Bailrigg Lane Lancaster Lancashire	<b>Proposal</b> Reserved Matters application for the erection of a 5 storey research and development building (B1) with ancillary facilities, new internal road, car parking and landscaping	
<b>Name of Applicant</b> Lancaster University	<b>Name of Agent</b> CBRE	
<b>Decision Target Date</b> 26 January 2017	<b>Reason For Delay</b> Awaiting further information and Committee cycle	
<b>Case Officer</b>	Mr Andrew Drummond	
<b>Departure</b>	No	
<b>Summary of Recommendation</b>	Approval	

## **1.0 The Site and its Surroundings**

- 1.1 The application site is located between the southern periphery of the city and the northern boundaries of Lancaster University just to the south of Bailrigg Lane. There is one existing building in the north-west corner of the wider site, which is a small electricity sub-station which will be retained. The land continues to be farmed and comprises Grade 3a and Grade 3b agricultural land. It has no public access. The site would be accessed from the A6 to the west, not Bailrigg Lane to the north. These roads are bordered by a mix of hedgerows, trees and a stone wall. Whilst the eastern boundary is not defined as it is proposed to divide an existing agricultural field into two parts. The university campus is separated from the site by an established woodland.
- 1.2 The site is accepted as being part of the southern approach into Lancaster. Bailrigg Lane, a relatively narrow semi-rural road, bounds the site to the north and connects the village of Bailrigg to the A6 to the west. The southern boundary of the site consists of a mature landscaping belt which forms an effective visual screen to the University's sporting pitches. Further agricultural land lies to the west and east of the site. The land is gently undulating, sloping upwards towards the south-east, with the land draining to a small stream known locally as Ou Beck. The eastern edge of the site is most visible from Bailrigg village. The site is not visually prominent from distant views along the A6, because of the orientation of the road and the existing mature planting. However, the site is clearly visible at close quarters and the rising nature of the landscape emphasises its prominence in short views. The A6 is a well served bus corridor and has regular services linking the University with the city's bus and rail stations. Services also operate at least once an hour to Galgate, Garstang, Preston and Blackpool. The West Coast Main Line runs adjacent to the A6 but there is no immediate rail access to the site. Bailrigg Lane forms part of the District's cycle network.
- 1.3 The Lancaster District Local Plan identified this land for inward investment and high-quality economic development. It was formerly allocated as the 'Bailrigg Business Park', although it has since been acknowledged by the Council, the County and the former North West Development Agency (NWDA) that this site would be developed as a science park. This is reiterated in Policy ER1 of the Lancaster District Core Strategy. The allocation protects the site for B1 (Business) use only.

- 1.4 A narrow parcel of land on the eastern edge of the application site falls within the Countryside Area and the Key Urban Landscape and Urban Greenspace. The part of the university land immediately to the south is allocated as Key Urban Landscape and Urban Greenspace. There are also 2 Tree Preservation Orders (TPO Nos 291 and 385) on the site protecting trees and hedgerow along Bailrigg Lane and 2 trees on the site towards the southern boundary respectively. The site does not benefit from any statutory nature conservation or heritage status, nor is it crossed by public footpaths. However, it does fall within the setting of Bailrigg House, which is a Grade II Listed building.

## **2.0 The Proposal**

- 2.1 A hybrid application was approved in 2009. It was hybrid in nature because part of the proposal was applied for in full and the other part in outline. The outline consent was granted for a science park (approximately 34,000 sq.m of B1 use floorspace) and full planning permission was granted for a new access off the A6, construction of an internal spine road and provision of landscaping. This application relates to the former – a Reserved Matters application for Phase 1 of the Science Park that follows the outline consent.
- 2.2 The application primarily seeks Reserved Matters approval for a single research and development building. This building would stretch 122.5m in length with its southern end being 2 storeys in height, its core extending to 5 storeys and the northern section of the structure being over predominantly over 4 floors. It would have a maximum depth of 41m and maximum height of 19m. It is proposed to use natural stone aggregates to form the concrete panels along with anodised aluminium mullions and panels, which will be textured, perforated and bronze toned. The only other material proposed for the elevation is full height glazing. The flat roof would be utilised for securing an array of photovoltaic panels to its central section and a sedum roof would be planted to the outer edges.
- 2.3 Other elements of the scheme that are being applied for are an internal road to serve a 161 space car park that will incorporate 16 mobility spaces, 10 with electric charging points and 7 motorcycle spaces. In addition 100 covered and secured cycle spaces are proposed and a sub-station.

## **3.0 Site History**

- 3.1 Further to a withdrawn outline application (05/01114/OUT) in 2007, a hybrid application for the Science Park (in outline) and the new access, internal spine road and landscaping scheme (in full) was approved in 2009, and subsequently renewed in 2012 and varied in 2016:

<b>Application Number</b>	<b>Proposal</b>	<b>Decision</b>
<b>05/01114/OUT</b>	Outline application for erection of science park and restaurant/cafe with car parking, servicing, roads, footpaths and cycleways, public transport facilities, landscaping and public open space	Withdrawn
<b>09/00330/DPA</b>	Outline application for a Science Park (approx 34,000 sq.m of B1 use floorspace) and full application for a new access off the A6, construction of an internal spine road and provision of landscaping	Permitted
<b>12/00626/RENU</b>	Renewal of application 09/00330/DPA for the outline application for a science park (approx 34,000 sq.m of B1 use floorspace) and full application for a new access off the A6, construction of an internal spine road and provision of landscaping	Permitted
<b>16/00117/VCN</b>	Renewal of application 09/00330/DPA for the outline application for a science park (approx 34,000 sq.m of B1 use floorspace) and full application for a new access off the A6, construction of an internal spine road and provision of landscaping (pursuant to the variation and removal of conditions 3, 4, 5, 6, 7, 8, 9, 11, 12, 15, 16, 17, 18, 19, 21, 22, 23, 24 and 27 on the full planning permission 12/00626/RENU to enable phased implementation and remove duplicated requirements)	Permitted

## **4.0 Consultation Responses**

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

<b>Consultee</b>	<b>Response</b>
<b>County Highways</b>	No comments received.
<b>Greater Manchester Ecology Unit</b>	<b>No objection</b> , subject to conditions relating to details of the Ou Beck crossings, environmental construction measures to protect the watercourse, external lighting, implementation of the submitted landscaping scheme and no tree removal or other vegetation removal during optimum period for bird nesting (March to July inclusive)
<b>Natural England</b>	Natural England has <b>no comments</b> to make on this application
<b>Local Lead Flood Authority</b>	No comments received.
<b>Environment Agency</b>	The Agency wishes to abstain from commenting - under current procedures this form of development in this location would be the responsibility of the LLFA to respond.
<b>United Utilities</b>	<b>No objection</b> , though advises that a water main/trunk main crosses the site and an access strip either side of the centre line of the pipe is required. This should be taken into account in the final site layout, or a diversion will be necessary, which will be at the applicant's expense.
<b>Conservation Officer</b>	<b>No objection</b> . The proposal is deemed to cause harm, but not substantial harm, to the Grade II Listed Bailrigg House and gardens.
<b>Tree Officer</b>	<b>No objection</b> . The proposed soft landscaping scheme is satisfactory and must be implemented in full and maintained thereafter.
<b>Environmental Health</b>	No comments received.
<b>City Council Engineers</b>	Initial concerns raised over the alignment of the proposed cyclepath and the works to the existing land drain. These have been addressed through the submission of amended plans and additional information.
<b>Ramblers</b>	No comments received.
<b>Public Right of Way Officer</b>	No comments received.
<b>Lancaster Civic Society</b>	No comments received.
<b>Fire &amp; Rescue</b>	It should be ensured that the scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 'Access and facilities for the Fire Service'

## **5.0 Neighbour Representations**

5.1 One letter has been received which is in general support of the development of the Innovation Centre, but ultimately is an **objection** based on the lack of information regarding surface water drainage and flood risk, and the continued use of Bailrigg Lane as part of the cyclepath link.

## **6.0 Principal National and Development Plan Policies**

### **6.1 National Planning Policy Framework**

The National Planning Policy Framework indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development (**paragraph 14**). The following paragraphs of the NPPF are relevant to the determination of this proposal:

Paragraph **17** - 12 core land-use planning principles  
Paragraphs **19** and **20** – economy  
Paragraphs **56**, **58** and **60** - 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 will enable progress to be made on the preparation of a Local Plan for the Lancaster District. It is envisaged that the public consultation will commence on 27 January 2017 and conclude on 24 March 2017, after which (if the consultation is successful), the local authority will be 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 **DM15** Employment Premises  
Policy **DM20** Enhancing Accessibility  
Policy **DM21** Cycling and Walking  
Policy **DM27** Biodiversity  
Policy **DM28** Landscape Impact  
Policy **DM29** Trees and Hedgerows  
Policy **DM32** The setting of Designated Heritage Assets  
Policy **DM33** Non-designated Heritage Assets  
Policy **DM35** Design  
Policy **DM39** Surface Water Run-off

### 6.4 Lancaster District Core Strategy

Policy **SC1** Sustainable Development  
Policy **ER1** Higher and Further Education

### 6.5 Lancaster District Local Plan

Saved Policy **E4** Countryside Area  
Saved Policy **EC1** Bailrigg Business Park  
Saved Policy **E29** Urban Greenspace  
Saved Policy **E31** Key Urban Landscape

### 6.6 Other Material Considerations

Whilst Supplementary Planning Guidance and Documents (SPGs and SPDs) do not form part of the Development Plan, they are a material consideration. The Council's Supplementary Planning Guidance 5 (Lancaster University/Bailrigg Business Park Development Brief – April 2002) is therefore relevant to the consideration of this application.

## **7.0 Comment and Analysis**

7.1 There are 6 key planning considerations arising from the proposal:

- Principle of development
- Design
- Landscape and heritage impacts
- Highway related matters
- Ecology (including impacts on Ou Beck)
- Drainage

### **7.2 Principle of Development**

7.2.1 The science park was designated within the Local Plan, which was adopted in 2004. However, its development parameters had previously been set out in the earlier Supplementary Planning Guidance 5 (Lancaster University/Bailrigg Business Park Development Brief – April 2002). Whilst the designated area does not cover the full extent of the proposed science park, the subsequent hybrid planning consent in 2009 established the use for the whole site. Therefore the proposed first phase of this strategic economic development comes on the back of a principle that was established over 15 years ago.

7.2.2 One of the key issues arising from previous applications related to the end users. A science park was proposed in this location to establish its connections with the university and to bring about collaborative working to establish small to medium enterprises that could develop their ideas and innovations alongside research being undertaken by a world renowned educational institute. In other words, it was not to develop into another (standard) business park (such space being available close to junction 34 of the M6). The outline permission within the hybrid consent required the applicant to submit an entry criteria to the Local Planning Authority to ensure that the B1 consent was not utilised for standard office accommodation, but for research and development purposes. This condition has been recently agreed by way of a discharge of condition application, which specifies that the following criteria must be met by any future occupier of science park development:

- The business use or research and development operation is of a scientific, technological, medical or educational nature (including research, knowledge accumulation, exchange, development and relevant ancillary teaching and training);
- The use or operation has a direct and defined requirement to be located within Lancaster's Science and Innovation Park Development (Park); and,
- The use or operation is committed to make a significant contribution to the achievements of the Park (including active collaborations with the University and other occupiers within the Park).

### **7.3 Design**

7.3.1 The development of a 122.5m long building with a height of up to 5 storeys (19m) on an undeveloped site requires very careful consideration. This is precisely what the applicant has undertaken in bring forward this proposal, and is evidenced in the 110 pages of the submitted Design and Access Statement. In 2009 when the original hybrid consent was granted permission, it was envisaged that the first phase of development would be situated close to the A6 to provide a presence along this southern approach to the city from the motorway. However, since then the sports centre has been constructed within the campus, and aligning this first phase with it brings about a number of advantages, including (but not exclusively) proximity to the main campus of the university to form meaningful connections, not jeopardising the location of future phases of development, making the most of the existing landform, utilising the existing belt of trees to protect the building from the direct southern sunrays and orientating the building to allow natural light to penetrate from the east and west.

7.3.2 The main length of the building will be sited along a plateau to the east of the Ou Beck, taking advantage of one of the few flat areas on the wider site. The topography then rises steeply to the south. The building will sit into this landform, providing opportunity for first floor access at the southern end of the building. The ground floor will be accessed from the principal entrance which faces towards a landscaped area that slopes down toward the beck and the potential future phases

of the development.

- 7.3.3 It is proposed to utilise a limited palette of materials – natural stone aggregates to form robust lightweight concrete panels that will weather over time; and bronze toned anodised aluminium mullions and panels. The former will emphasise the horizontal strata of the building, whilst the bronze coloured panelling seeks to echo the verticality and materiality of the surrounding trees. The latter will be complimented by the full height glazing, which seeks to reflect the surrounding landscape and trees, further connecting the building with its environment. The panelling will also be textured and perforated to create a living surface through reflections and shadows. Varying levels of perforation and porosity will create further animation to the façade.
- 7.3.4 The layout has been proposed to create easy forms of access, whether by car, bus, cycle or on foot. The proposed car park is densely packed with spaces, but in doing so it allows its edges to be planted up to screen the 161 vehicles whilst maintaining visibility across the car park for security purposes. The drop-off point to the north end of the building neither conflicts with the pedestrian and cycle routes, nor interfere with the external breakout areas to the west of the building that allow views over Ou Beck. The palette of materials proposed for the landscaped areas compliments its natural environment but will need to be hardwearing as a result, and the planting proposals are deemed acceptable in terms of spatial design, species and ecology.
- 7.3.5 It is deemed that the correct approach has been adopted in bringing forward this first phase of development in terms of the building's design. However, it is important to consider the design in light of the landscape and heritage impacts associated with it.

#### 7.4 Landscape and Heritage Impacts

- 7.4.1 A 5 storey building extending 122.5m in length cannot be hidden within this undulating and undeveloped landscape. Situating the building in the south east corner, upon some of the highest contours within the site, will make this building very prominent. Therefore the building and its associated landscape proposals need to be of a very high quality and require careful consideration. As indicated on the photomontages, the building will form a prominent part of the foreground when viewed from the west (on the A6) and from the north (Bailrigg Lane) but it will not exceed the height of the established tree belts beyond. The woodland to the south will therefore screen the building from viewpoints in this direction. Given the way that the building has been designed to sit below the tree line, the impacts are considered acceptable. Furthermore, due to the undulating topography in this part of South Lancaster, most medium to long distance views towards the site will not afford any glimpse of the building.
- 7.4.2 However, views of the Grade II Listed Bailrigg House will be lost from the A6 by this development proposal, but more significantly the largest impact will be from the east, particularly from views out of the gardens of Bailrigg House across the flat intervening playing fields. The gardens of this Grade II property are considered to be a non-designated heritage asset as evidenced in Lancashire County Council's assessment of it. Given the proximity of the proposed building to the application site's eastern boundary there is little that can be achieved to screen the 5 storey building. However, it will be important to plant semi-mature trees along this boundary to ensure that the building's eastern elevation is softened naturally in the short and medium term, not just the long term.
- 7.4.3 The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage assets, great weight should be given to the asset's conservation. Similarly, the Local Planning Authority in exercising its planning function should have regard to Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which states "*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*". Paragraph 132 of the NPPF seeks to express the statutory presumption set out in s66(1) of the 1990 Act. How the presumption is applied is covered in the following paragraphs of the NPPF, such as paragraph 132 which advises that where harm is less than substantial it needs to be weighed up against the public benefits of the proposal. However, it is clear that the statutory presumption is to avoid harm. The exercise is still one of planning judgment but it must be informed by the need to give significant weight to the desirability to preserve the heritage asset.
- 7.4.4 In reviewing the proposal in light of the statutory and national policy requirements, the Local

Planning Authority has little doubt that the proposal will lead to harm to the designated and non-designated heritage assets, but the harm caused is less than substantial due to the separation distance (approximately 230m) between the proposed building and the heritage assets. Whilst harm should be avoided, it is recognised that the development of this site in the context of these heritage assets is a longstanding commitment, not just within the Local Plan but also within regional economic strategies during the last 15 to 20 years, and is now being realised by Lancaster University as being a key element of its future strategies. The public benefits of realising these economic aspirations, including the jobs that will be created in the construction and occupational phases of this development, outweigh the less than substantial harm caused by the proposal on the setting of the heritage assets.

## 7.5 Highway Related Matters

- 7.5.1 The highway matters arising from the original development of this site for a science park are complex. The 2005 application was ultimately withdrawn to allow extensive discussions to take place between the Highway Agency (now Highways England), the Highway Authority, the Local Planning Authority and the applicant's transport consultant. Whilst complex in the detail, the issue was primarily the capacity of the A6 to accommodate the traffic associated with the science park in the morning and afternoon peaks to ensure that the highway safety and efficiency were not jeopardised, especially at junction 33 of the M6 and the crossroads in Galgate and Hala. The outline planning consent was ultimately approved for up to 34,000sq.m of B1 floorspace to be created, but only on the basis that up to 11,000sq.m of floorspace could come forward initially, with additional works and monitoring to occur within the highway network before the next tranche of development (up to 23,000sq.m) could be delivered. Further highway improvement works and monitoring would be required thereafter to allow the remaining 11,000sq.m to be realised. Furthermore the new junction onto the A6 and the access road into the site were approved in full as part of the hybrid application. Conditions attached to its consent have been agreed, which allowed works to commence, thereby ensuring that the consent became extant.
- 7.5.2 In addition to the conditions attached to the outline planning consent that control the phasing of development as it relates to the highway, there were also conditions imposed that cover car and motorcycle parking and its management, cycle storage, cyclepaths, bus stops and a Travel Plan. These details have been recently submitted as part of a separate discharge of condition application, and with a few exceptions approved as they relate to this first phase of development. The first exception relates to the car parking management strategy, which needs additional work, especially as it relates to enforcement. The applicant is aware of this and additional work is currently being undertaken in this regard. The other exception relates to the Travel Plan, but as it is a pre-occupation requirement, not a pre-commencement one, one is not required at this stage. The applicant is, however, aware of its existence and the need to agree a Travel Plan and have it in place before any part of the development is occupied or brought into use. In terms of the details that have been approved to date, the spaces shown for cars, cycles and motorcycles are deemed acceptable to the Highway Authority to serve this development. The proposed internal road would be accessed off the previously approved access road, providing a link between it and the proposed car park and building. This road is proposed to carry both cars and buses.
- 7.5.3 One of the key transport improvements to be brought forward by this development was envisaged in the 2002 Development Brief (SPG5), which is a cyclepath cutting across the site in a north-south direction to form a direct link between the university campus to the south and the existing cyclepath that connects to Bailrigg Lane immediately to the north of the site. This is even more critical given that the sports centre has been opened in the intervening years. The existing cyclepath is convoluted and not especially safe, sharing Bailrigg Lane and other access tracks with vehicles, often to the detriment of highway safety due to the conflict arising between the users. Despite pre-application advice to the contrary, the original submission proposed a cyclepath along the site's eastern boundary, which would have required Bailrigg Lane to still be utilised for part of the cyclepath network. This has been amended, so whilst the link does not cross the middle of the site as initially envisaged in 2002, it provides a route that avoids Bailrigg Lane (other than a crossing point – details of which will be required by condition) and areas of the site that have more significant land level changes or would jeopardise future phases of development. The implementation of the cyclepath prior to the development being brought into use or first occupied is already controlled by a condition on the outline consent. A separate application has been submitted to create the link from the sports centre to the southern boundary of this site as it falls outside the red edge of the outline consent.

## 7.6 Ecology

The site comprises Grade 3a and Grade 3b agricultural land, which continues to be farmed, so its ecological value is limited. The exceptions are its hedgerows and its watercourse, Ou Beck. These were assessed in details as part of the original 2009 hybrid application and again with subsequent applications, and appropriate conditions were imposed on the outline consent accordingly. The applicant has continued to work with the Local Planning Authority's ecology consultee to ensure that the emerging proposals meet with relevant statutory requirements and those set out in the conditions. One of the main differences between the proposed scheme and the earlier illustrative layouts is that development is now located south of Ou Beck requiring additional crossing points (when previously only one was proposed as part of the north-south cyclepath). However, the submitted scheme has been assessed by Greater Manchester Ecological Unit (GMEU) and deemed to be acceptable in biodiversity terms subject to a few conditions. One of these relates to nesting birds, which is covered by other legislation, but others are in association with the protection of Ou Beck, particularly (though not solely) during construction. Such details include measures to protect the integrity of the natural structure (i.e. how the crossing points will be created without adversely affecting its semi-natural character) and its water quality. A Construction Environmental Management Plan has already been agreed for the access road and A6 junction works, so this could potentially be expanded to include this first phase of development and incorporate these details. GMEU also recommend that details of external lighting should be submitted and agreed, but this is already a condition on the outline consent so should not be duplicated should Members approved this application.

## 7.7 Drainage

7.7.1 A Surface Water Drainage Strategy is required by condition 23 on the outline consent. Whilst this has been provided as part of a separate discharge of condition application, the Environment Agency, who initially requested the condition back in 2009, are abstaining from commenting on the details as subsequent changes to the way that drainage is considered now means that it is the Local Lead Flood Authority's responsibility to consider drainage to non-main rivers. However, the LLFA does not get involved in historic cases where they were not party to previous consultation. Unfortunately this matter is ongoing but senior management within the Council are working with Lancashire County Council to resolve it. However, whilst the specific detail of the drainage system has yet to be assessed, the principle of whether there is a feasible drainage solution has been considered previously by the Environment Agency, and it is considered that the site can accommodate a suitable drainage system that neither increases flood risk on the site nor elsewhere. In other words, this should not delay the determination of the application, but ultimately it could delay the applicant's start on site given drainage is a pre-commencement condition on the outline consent.

7.7.2 The applicant's drainage engineer is aware of the water mains that run through the site and will work with United Utilities to ensure that access easements are maintained along their length. They have also worked with the Council's Engineers to satisfy them that the proposal can accommodate the improvements to the existing land drain that is culverted within the application site. It currently serves the field to the north of Bailrigg Lane and has an outfall into Ou Beck. New and wider pipework will assist the drainage in this regard.

## 7.8 Other Matters

7.8.1 Sustainable Design – 2 conditions on the outline consent require the development to meet BREEAM "excellent" standard or equivalent and for at least 10% of the development's energy requirements to be provided by on-site renewable energy measures. The design of the proposal has had these requirements in mind, which has led to the orientation, materials, accessibility, landscaping, drainage and photovoltaic panels being proposed.

7.8.2 Air Quality – This was considered as part of the hybrid application given that traffic from/to the south is highly likely to pass through the Air Quality Management Area (AQMA) of Galgate, and traffic from/to the north is likely to travel through Lancaster's AQMA. Vehicle emission increases were considered in light of the concentration of air borne pollutants in these 2 designated areas and through the use of highway improvements some of the effects could be mitigated, making any changes to concentration marginal. However, since 2009 there has been a review in the way that air quality assessments are compiled and reviewed given the health risks associated with poor air



quality. Whilst concentration assessments are still appropriate, they should be accompanied by emission assessments where development would generate significant amounts of motorised journeys, such as this proposal. Such emissions should then be offset, wherever possible, by appropriate mitigation measures such as electrical vehicle charging points. 10 such points are proposed and their provision should be controlled by condition.

7.8.3 Protecting Water Quality – This is considered in the ecology section above and a relevant condition is deemed appropriate in this regard.

## **8.0 Planning Obligations**

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

## **9.0 Conclusions**

9.1 The principle of the development is well established, both in terms of designation in the Local Plan and the approval of previous planning applications. Through the negotiations during the determination period of a number of amendments and clarifications, the proposal is now deemed to not only bring forward the first phase of this strategically important economic development, but also to do so in a manner that adheres to policy requirements and the conditions attached to the associated outline planning consent. Due to the number of planning conditions attached to the outline planning consent, and the range of issues that they cover, this Reserved Matters application is being recommended for approval with very few additional conditions.

## **Recommendation**

That Approval of Reserved Matters **BE GRANTED** subject to the following conditions:

1. Standard Reserved Matters approval timescale – 2 years
2. Development in accordance with amended plans
3. Construction Environmental Management Plan, including construction details of Ou Beck crossings
4. Materials – roof, elevations, outbuildings, surfaces, boundaries (including colours and finishes)
5. Details of the cyclepath “junctions” with the access road and Bailrigg Lane – to be submitted, agreed and implemented in full in association with the internal cyclepath
6. Approved electrical vehicle charging points to be implemented prior to the development being brought into use or first occupied

## **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 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.