

Agenda Item	A7
Application Number	20/00059/FUL
Proposal	Partially retrospective application for the erection of 3 industrial buildings (B1) and construction of internal roads and parking areas
Application site	Ironworks House, Warton Road, Carnforth, Lancashire
Applicant	Mr Phil Rogerson
Agent	Mr Stuart Begg
Case Officer	Mr Robert Clarke
Departure	No
Summary of Recommendation	Approval

1.0 Application Site and Setting

- 1.1 The proposal site is an area of brownfield land measuring 0.61 hectare situated to the north eastern corner of the former TDG Depot in Carnforth. The wider site is an industrial complex featuring numerous warehouse buildings and yard areas with associated car parking. It is located on the eastern side of Warton Road from which it is accessed. Immediately to the east of the site is the West Coast Mainline and to the north the Morecambe-Leeds branch line, along with associated railway land and workings. The site is enclosed by palisade fencing.
- 1.2 The buildings within the wider site formed part of a distribution centre, which were occupied until the early 2000s. The units which remain have now been re-let and provide a range of commercial and office spaces. In addition, a series of new small 'start-up' units have recently been constructed along the south eastern edge of the site, approved through recent application 18/01642/FUL.
- 1.3 The site forms part of a Development Opportunity Site (DOS7 – Land at former TDG Depot) as identified within the recently adopted Strategic Policies and Land Allocations DPD. The boundary of Carnforth Conservation Area is located approximately 250 metres to the south. Carnforth's Air Quality Management Area (AQMA) is located to the south east, focussed on the town centre crossroads. The site falls within a Site of Special Scientific Interest impact risk zone and a Mineral Safeguarding Area. The woodland to the north of the Morecambe-Leeds branch line embankment is subject of a Tree Protection Order.

2.0 Proposal

- 2.1 This application seeks permission for the erection of three light industrial buildings (use class E(g)) which will be segregated into individual units within. The application also includes the provision of internal access roads and parking areas to serve the industrial units.
- 2.2 The proposed units will be accessed from the existing site access road which passes the recently constructed units along the eastern edge of the site. The first unit is located along the southern boundary of the site, it will measure 59.8 metres in length and 12 metres in width, it will be segregated into 7 units. The second unit will be located along the northern boundary, it will feature

a length of 68.2 metres and a width of 12 metres, it will be segregated into 8. The third unit will be located within the centre of the site, it will measure 26.2 metres in length and 12.2 metres in depth, it will comprise of 4 units. All three buildings are double storey in height and will feature a pitched roof measuring 7.5 metres to the ridge. Each unit will feature a combination of facing brick/masonry cladding, profiled metal cladding to the upper sections and roof which will incorporate rooflights, and double height roller shutter doors. Each unit will also feature a designated refuse and recycling store formed to its side and consisting of matching metal clad elevations and gates. A total of 65 parking spaces are to be provided within the site as well as a total of 3 bike storage areas. The site will also be landscaped following construction.

2.3 Reference is made within the application description to use class B1 for the proposed use. This use class reference originates from The Use Class Order 1987 which was recently amended by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, coming into force on the 1st of September 2020. This amendment to the order has revoked class B1 amongst others and replaced it with new use class E. The application description has not been updated to refer to the new use class categories as defined within the 2020 amendment, as the amended order states that descriptions for applications received before the order came into force do not need to be updated. However, for the purposes of this application it is important to note the description of the proposal with respect to its proposed use class as detailed in paragraph 2.1.

3.0 Site History

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

Application Number	Proposal	Decision
20/00074/EIR	Screening request for the erection of 3 industrial buildings (B1) and construction of internal roads and parking areas	Environmental Statement not required
18/01503/FUL	Erection of six general industrial units (B2) with associated parking	Permitted
18/01642/FUL	Erection of three blocks each comprising of seven light industrial units (B1) with associated parking	Permitted

4.0 Consultation Responses

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

Consultee	Response
Natural England	No objection – standing advice provided regarding protected landscapes (Arnside and Silverdale AONB) and SSSI Impact Risk Zones.
United Utilities	No objection – subject to conditions requiring details of surface water and foul drainage infrastructure and their associated management and maintenance.
Fire Safety Officer	No objection – standing advice provided regarding site layout and Building Regulation requirements.
Parish Council	No response received.
County Highways	No objection – subject to conditions requiring cycle storage and motorcycle parking spaces.
Conservation Team	No objection – The proposal will have a negligible impact upon identified heritage assets.

Environmental Health (Air Quality)	No objection – subject to the provision of appropriate electric vehicle charging outlets.
Environmental Health (Contamination)	No objection – subject to conditions requiring additional intrusive contamination surveys and remediation.
Lead Local Flood Authority	No objection – subject to the provision of surface water drainage infrastructure and lifetime management/maintenance plan.
Network Rail	No objection – standing advice provided regarding development in proximity to operational railway land.
Lancaster City Council Planning Policy	No objection – The site is allocated for a mix of uses within the Strategic Policies and Land Allocations DPD.

4.2 The following responses have been received from members of the public:

3 letters of objection have been received by the Local Planning Authority raising the following concerns:

- Works have already commenced on site by virtue of the laying of gravel material;
- Engineering operations and regrading/level changes within the site;
- Contamination risks;
- Risks posed to and encroachment onto operational railway land;
- Increased flood risk;
- Lack of blue edge indicating additional owned land; and
- Red edge does not include site access;

5.0 Analysis

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

- **Principle of development** (Development Management DPD Policies: DM14: Proposals involving employment and premises, DM15: Small business generation, DM28: Employment and skills plans, DM29: Key design principles, Strategic Policies and Land Allocations DPD SP1: Presumption in favour of sustainable development, EC5: Regeneration Priority Area, DOS7: Land at former TDG depot, Warton Road and National Planning Policy Framework Section 2: Achieving sustainable development, Section 6: Building a strong, competitive economy, Section 7: Ensuring the vitality of town centres and Section 12: Achieving well-designed places)
- **Employment and Skills** (Development Management DPD Policies: DM28: Employment and skills plans, Employment and Skills Plans SPD and National Planning Policy Framework Section 6: Building a strong, competitive economy)
- **Design and appearance** (Development Management DPD Policies: DM29 Key design principles, DM30: Sustainable design, DM39: The setting of designated heritage assets, DM46: Development and landscape impact, Strategic Policies and Land Allocations DPD SP7: Maintaining Lancaster District's unique heritage, SP8: Protecting the natural environment, EC5: Regeneration Priority Area, DOS7: Land at former TDG depot, Warton Road, Carnforth and National Planning Policy Framework Section 6: Building a strong, competitive economy, Section 7: Ensuring the vitality of town centres, Section 12: Achieving well-designed places, Section 15: Conserving and enhancing the natural environment, Section 16: Conserving and enhancing the historic environment)
- **Railway infrastructure** (Development Management DPD Policies: DM29 Key design principles, DM60 Enhancing accessibility and transport linkages and Section 15: Conserving and enhancing the natural environment)

- **Highway impacts** (Development Management DPD Policies: DM14 Proposals involving employment and premises, DM15 Small business generation, DM29 Key design principles, DM30 Sustainable design, DM60 Enhancing accessibility and transport linkages, DM61 Walking and cycling, DM62 Vehicle parking provision, DM63 Transport efficiency and travel plans, Strategic Policies and Land Allocations DPD DOS7: Land at former TDG depot, Warton Road, Carnforth and National Planning Policy Framework Section 2: Achieving sustainable development, Section 6: Building a strong, competitive economy, Section 7: Ensuring the vitality of town centres, Section 9: Promoting sustainable transport, Section 12: Achieving well-designed places)
- **Air quality** (Development Management DPD Policies DM29 Key design principles, DM31 Air quality management and pollution DM60 Enhancing accessibility and transport linkages, DM61 Walking and cycling, DM62 Vehicle parking provision, DM63 Transport efficiency and travel plans, Strategic Policies and Land Allocations DPD SP1: Presumption in favour of sustainable development, EC5: Regeneration Priority Area, DOS7: Land at former TDG depot, Warton Road, Carnforth, EN7: Environmentally important areas, EN9: Air quality management areas and National Planning Policy Framework Section 2: Achieving sustainable development, Section 9: Promoting sustainable transport, Section 12: Achieving well-designed places, Section 15: Conserving and enhancing the natural environment)
- **Contamination** (Development Management DPD Policies DM29 Key design principles, DM32 Contaminated Land SP8: Protecting the natural environment, EC5: Regeneration Priority Area, DOS7: Land at former TDG depot, Warton Road, Carnforth, EN7: Environmentally important areas and National Planning Policy Framework Section 12: Achieving well-designed places, Section 15: Conserving and enhancing the natural environment)
- **Drainage** (Development Management DPD Policies DM29 Key design principles, DM30 Sustainable design DM34 Surface water run-off and sustainable drainage, DM35 Water supply and waste water, DM36 Protecting water resources and infrastructure, Strategic Policies and Land Allocations DPD SP8: Protecting the natural environment, EC5: Regeneration Priority Area, DOS7: Land at former TDG depot, Warton Road, Carnforth, EN7: Environmentally important areas and National Planning Policy Framework Section 12: Achieving well-designed places, Section 14: Meeting the challenge of climate change, flooding and coastal change, Section 15: Conserving and enhancing the natural environment)

5.2 Principle of development

5.2.1 The NPPF supports the sustainable growth and expansion of business through the conversion of existing buildings and well-designed new buildings. It also gives substantial weight to the suitable redevelopment of brownfield land. The site forming the subject of this application is located within the north eastern corner of an existing industrial complex, formerly a large distribution centre. The wider site is identified within the recently adopted Strategic Policies and Land Allocations DPD as a development opportunity site, allocated for a mix of uses including employment and commercial. In addition, the site forms part of the Central Carnforth regeneration priority area which seeks to encourage the redevelopment of brownfield sites.

5.2.2 This application seeks consent for the redevelopment of the north eastern corner of the complex comprising three buildings consisting of smaller segregated units within. The units will provide modern flexible commercial spaces in which business can become established and develop, whilst flexibility can be provided within the internal layout.

5.2.3 The proposal will result in a currently unused brownfield site being redeveloped to provide contemporary commercial facilities within an area allocated for such uses. The redevelopment of the site will also entail the visual enhancement of the locality and contribute to the vitality of the area through the provision of employment uses. As a result, the principle of the proposed development is considered to accord with the aims and objectives of the Development Plan and subject to the application satisfactorily addressing the material considerations discussed below, can be supported.

5.2.4 At the time of submission, this application sought consent for units falling within use class B1. As discussed in paragraph 2.3, following The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 coming into force on the 01 September 2020, the use of the units proposed now falls with use class E which replaces the former B1 use class amongst others. Use class E is wider reaching in respect of the uses it contains and is further sub-divided. In order to ensure that the uses undertaken within the units proposed remain appropriate for this location, a condition to restrict the use of the units to use class E(g) is recommended.

5.3 **Employment and Skills**

5.3.1 The proposed development will result in the provision of approximately 1850m² of new commercial floor space, therefore in accordance with Policy DM28 of the Development Management DPD and the Employment and Skills Plans SPD, the Council must consider whether the submission of an Employment and Skills Plan would be reasonable.

5.3.2 The Council is seeking to play a leading role in improving educational attainment and skills and raise aspirations within the district. It is important to ensure that local people get the right education, skills and inspiration to enable them to get jobs. Preparing and implementing an Employment and Skills Plan (E&SP) for major new development is one of the ways to achieve this. Given the scale of the development proposed exceeding the threshold criteria stipulated within Policy DM28 of the Development Management DPD and the Employment and Skills Plans SPD, it is considered necessary that an E&SP be developed and implemented. This can be appropriately controlled by way of a pre-commencement planning condition.

5.4 **Design and appearance**

5.4.1 The NPPF stipulates that development should be visually attractive and sympathetic to the prevailing local character. Furthermore, Policy DM29 requires that development makes a positive contribution to the surrounding landscape and townscape. Within the wider industrial complex, there is a mix of commercial buildings ranging from recently constructed modern industrial units, large scale warehouses to Ironworks House which is considered a non-designated heritage asset that fronts Warton Road. The application site is also 250 metres to the north of the Carnforth Conservation Area.

5.4.2 Whilst the development will be self-contained within the north eastern corner of the site, views of the structures will be achieved from Scotland Road (A6) which lies 150 metres to the east, over the existing caravan dealership. The development has been designed to appear as a natural extension to and visually flow from the existing large warehouse buildings as well as the smaller commercial units recently constructed along their south eastern edge. The proposed units are considered to be commensurate in scale to the character of the wider industrial complex and will appear coherent in this context. Moreover, the design and material palette proposed is such that continuity in design approach is maintained. The elevations will comprise of facing masonry cladding and profiled dark grey cladding under dark grey aluminium profile roofing with integrated roof lights. The units will include dark grey roller shutters to match the cladding. It is considered that the three mono-pitched units would sit comfortably within the site and next to the adjacent larger units.

5.4.3 The proposed structures would also be visible from certain positions within the Conservation Area, including when looking out at the former Ironworks site from the railway bridge on Warton Road. They would also affect its setting through their impact on the approach to the Conservation Area, particularly by train. Nevertheless, the potential impact would be minor, and would not be considered harmful partly owing to the nature of the proposed development, which is consistent with the heritage value of the site and the Conservation Area as a whole. The proposed material palette and colour scheme will not have an overly obtrusive appearance, and consequently raises no concerns.

5.4.4 It has become apparent during the determination of this application that gravel material has been laid across a portion of the north western corner of the site up to the palisade fence enclosing this part of the site. The developer has confirmed that this gravel material is to form part of the ground works required to facilitate the development proposed, these works have now ceased to allow for the determination of this application. Whilst objectors state that levels are being changed and site regraded, as detailed within proposed plans, the level changes are limited and are restricted to small

pockets in western and central areas of the site, the extent of fill does not exceed 30cm in any location.

5.4.5 The proposed development also provides an opportunity for the site to be appropriately landscaped following its redevelopment which will greatly improve the visual attractiveness of the site. The application is accompanied by a landscape management plan, however, this does not provide details of the nature of the landscaping or the species of trees to be planted. On this basis, a condition requiring details of a landscaping scheme to be agreed is recommended.

5.4.6 Overall, the proposed development will result in the introduction of commercial units within an existing industrial complex. The site is presently unused brownfield land, the redevelopment of which will enhance the visual appearance of the area consistent with the aims of the Regeneration Priority Area policy. The scale and design of the development proposed is considered acceptable in the context of the existing surrounding development.

5.5 **Railway infrastructure**

5.5.1 Due to the sites location within close proximity to operational railway infrastructure, Network Rail have been provided with an opportunity to review the proposal. In response to the consultation, Network Rail have provided standing advice for development in proximity to railway infrastructure. In the first instance Network Rail require the developer to submit directly to themselves a Risk Assessment and Method Statement (RAMS) as well as a Basic Asset Protection Agreement (BAPA). Such assessments are to be agreed directly with Network Rail. An advice note highlighting to the developer the requirement for formal agreements to be in place with Network Rail prior to the commencement of works is recommended.

5.5.2 Network Rail also state that there must be no encroachment onto Network Rail land both during and post construction. Furthermore, a separation of 3 metres must be maintained between the buildings/structures proposed and railway boundary. It became evident during a site visit that a metal palisade fence along the northern boundary of the development site had been re-located from its original position (in line with the neighbouring sites palisade fence boundary) and placed immediately adjacent to the railway embankment and retaining wall, effectively incorporating additional land into the development site. After discussions with the developer, it has been established that the proposed plans and red edge forming the subject of this application detail the lawful position of the site boundary, not the relocated position. Furthermore, the developer has confirmed that the position of this fence will be re-located to its correct siting along the boundary and in line with the neighbouring site during the development phase. Should any encroachment onto Network Rail land persist this would be a legal matter, outside of planning control, for Network Rail to pursue with the landowner. With respect to the 3 metre gap between buildings and structures requested, this can be achieved as detailed on the proposed site plan which Network Rail have had the opportunity to review.

5.6 **Highway impacts**

5.6.1 The NPPF requires that opportunities for sustainable transport are maximised, safe and suitable access to the site is provided and significant impacts on the highway network are effectively managed. The development site is currently unused. The scheme as currently proposed would provide 65 car parking spaces, six of which will be allocated for persons with impaired mobility. This exceeds the maximum required standards set out within Appendix E of the Development Management DPD, which relates to car parking standards. Appendix E sets out that car parking spaces are calculated on the basis of the nature of the use proposed, the location of the site and the floor space of the buildings. Using these parameters to calculate the number of spaces required, 47 parking spaces and an additional 3 mobility bays should be provided. The proposed site plan details the way in which 65 spaces can be achieved, but given the site's location on the edge of the town centre, access to various forms of public transport and the need to encourage such forms of sustainable travel to minimise potential impacts upon the Air Quality Management Area, the number of spaces provided at this site should not exceed the maximum. An amended car parking plan to reflect the required parking provision has been requested.

5.6.2 Cycle shelters will also be provided within the site, details and provision of which can be secured by condition. The provision of changing facilities within the units can also be secured by condition to encourage this sustainable mode of transport.

5.6.3 The scheme will utilise the existing point of access to the site off Warton Road. The Highway Authority has reviewed this application and considered its implications upon highway safety. The proposed development will result in an increase in the frequency of vehicle movements through this point of access and onto the public highway. It is the opinion of Lancashire County Council Highways that the existing access arrangement is appropriate in capacity terms to facilitate the development proposed.

5.7 **Air quality**

5.7.1 Planning policy requires that planning decisions should sustain and contribute toward complying with relevant limit values or objectives for pollutants and opportunities for mitigation of impacts should be identified. Policy DM31 requires that new development proposals must demonstrate that they have sought to minimise the levels of air polluting emissions generated and adequately protect their new users, and existing users, from the effects of poor air quality. Development which has the potential to individually or cumulatively contribute to increasing levels of air pollution will be required to demonstrate how either on-site or off-site mitigation measures will be put in place to reduce the air quality impact. Any proposal must not significantly worsen any emissions or air pollutants in areas where pollution levels are close to objective / limit value levels.

5.7.2 The site is in close proximity to the Carnforth Air Quality Management Area (AQMA) whilst the development will result in additional vehicular traffic passing through the AQMA area. On this basis, an Air Quality Mitigation Statement has been provided and considered by the Council's Air Quality Officer. The submitted assessment indicates that the development will attract approximately 157 vehicle trips to and from the site on a daily basis, approximately 100 of which will pass through and impact on the Carnforth AQMA. The assessment indicates a small adverse impact within the AQMA as a consequence, without mitigation. However, it is worth noting that the assessment report is based on data available for 2017. Air quality monitoring data available since then (for 2018) indicates further improvement in the air quality position in this locality i.e. the local air quality position is better than that indicated in the submitted assessment. Moreover, the assessment concludes that with appropriate mitigation measures in the form of dust suppression during the construction phase and cycling storage and facilities combined with electric vehicle charging points, the development will not have an harmful effect with respect to air quality. A condition requiring the development to be undertaken in accordance with the construction environmental management plan is recommended. A further condition requiring details and the provision of sufficient cycling facilities and electric vehicle charging points is also recommended to encourage these forms of transport.

5.7.3 Finally, mention is made within the supporting documents of the possible installation of mezzanine floors within the units. The provision of mezzanines would materially increase the floor space provided above that has been used to calculate the transport impacts of the development as detailed within the supporting Transport Report. The data from the Transport Report subsequently informs the Air Quality Assessment. As the provision of mezzanines within the unit would likely increase the number of trips to the site, the current Transport Report and Air Quality Assessment would not be reflective of the development. On this basis, the applicant has confirmed that mezzanine floors will not be installed, and this can be controlled by condition.

5.8 **Contamination**

5.8.1 The site forming the subject of this application has a history of industrial uses and therefore is likely to experience increased levels of contamination posing a health and safety risk. The application is accompanied by a ground investigation report consisting of a phase 1 walkover survey and desk study. This report has identified the aforementioned likelihood of increase risk of contamination. On this basis, further intrusive ground investigation is required to assess the ground conditions and inform the appropriate remediation measures necessary to enhance and make safe existing ground conditions. Such investigation is required so as to be consistent with Policy DM32 regarding contaminated land as well as Policy DOS7 of the Strategic Policies and Land Allocations DPD. The requirement for further investigation and remediation can be secured by way of pre-commencement condition, as requested by the Councils Contaminated Land Officer.

5.9 Drainage

- 5.9.1 The proposed development is situated to the north of the recently constructed commercial units granted through application 18/01642/FUL, which is known as the Eastern Development Site (EDS). The development site forming the subject of this application is known as the Northern Development Site (NDS). The surface water infrastructure serving the EDS has now been implemented. There is an existing drainage culvert that flows beneath the site first from west to east, it then passes below the West Coast Mainline before flowing northwards and passing back below the railway and flowing east to west below the application site. This culvert then passes below the Morecambe-Leeds railway to the north before eventually draining into the River Keer. The EDS surface water drainage is attenuated below ground within the site before being discharged into this drainage culvert.
- 5.9.2 In order to successfully dispose of surface water arising from the NDS and so that this development does not increase the risk of surface water flooding within the vicinity, it is proposed to incorporate the surface water flows into the aforementioned existing infrastructure serving the EDS. The combined surface water discharge from the EDS and NDS would be added to the existing culvert at a combined rate of 12l/s following attenuation within the two separate sub-surface storage tanks. The proposed drainage scheme has been reviewed by the Lead Local Flood Authority who are satisfied with the surface water drainage arrangement proposed including the combined rate of discharge into the existing culvert.
- 5.9.3 Within the standing advice received from Network Rail, advice regarding surface water drainage is included. This sets out that drainage of the site must not increase the risk of land instability or flooding, as a result drainage via more sustainable techniques in accordance with the drainage hierarchy, such as infiltration, would not be appropriate at this site. Subsequently, surface water is to be directed towards and discharged into the existing culvert. Whilst a comment is included within Network Rail's response stating that drainage works must not impact upon culverts that drain under the railway, this is considered the only suitable drainage option considering site constraints. Furthermore, the encapsulation of surface water within the proposed closed drainage system will result in infiltration, the means by which the site currently drains, being prevented and therefore preventing possible saturation of land conditions. Should the condition of the culvert become a concern, the Lead Local Flood Authority benefit from enforcement powers through which improvement works can be secured.
- 5.9.4 Given the connectivity of the surface water drainage from these sites, which incorporates overland flows from roads and car parks, to the wider ecological network, the ecological implications of the drainage scheme need to be appropriately managed. The scheme includes two fuel/contaminant interceptors through which surface water passes before being discharged into the wider environment. The interceptors are appropriately sized for the surface area and flow rates draining through the system and will prevent harmful contaminants from entering the wider ecological network. A condition requiring the installation and maintenance of the interceptors is recommended.
- 5.9.5 There are some known issues with the condition of the culvert arising from siltation and poor maintenance, however, the LLFA are satisfied that the condition of the culvert can be improved and managed under their own enforcement powers and outside of planning control. The developer has also confirmed their commitment to working with the LLFA and other riparian owners to improve the condition of the culvert. Notwithstanding this, the LLFA are satisfied that there is still sufficient capacity within the culvert system to accommodate the additional input from the development site.
- 5.9.6 Subject to a condition to ensure that the development is undertaken in accordance with the agreed combined drainage scheme, the scheme is considered acceptable in respect of surface water drainage. An additional condition is also recommended requiring the agreement of a suitable management and maintenance scheme of the lifetime of the drainage infrastructure.
- 5.9.7 The foul drainage system proposed to serve the NDS connects to the existing foul drainage system serving the EDS. This is a separate system to that facilitating surface water drainage, as requested by United Utilities. The foul drainage from both the EDS and NDS is subsequently pumped from site and connected to the combined sewer below Warton Road.

6.0 Conclusion and Planning Balance

6.1 The proposed development will result in the redevelopment and regeneration of an unused brownfield site and result in modern and flexible employment facilities in a location that is allocated for such uses in the Development Plan. In respect of the identified material planning considerations relevant to this application, the proposal is considered acceptable subject to the imposition of the conditions recommended, on this basis the application is recommended for approval.

Recommendation

That Planning Permission BE GRANTED subject to the following conditions:

Condition no.	Description	Type
1	Standard three-year timescale	Control
2	Approved plans	Control
3	Standard contamination land and remediation condition	Pre-commencement
4	Employment and skills plan	Pre-commencement
5	Landscaping scheme	Pre-commencement
6	Drainage management and maintenance regime	Pre-commencement
7	Details of cycle/motorcycle storage and facilities	Development above ground
8	Details of electric vehicle charging points	Development above ground
9	Provision of surface water drainage infrastructure	Prior to occupation
10	Provision of foul drainage infrastructure	Prior to occupation
11	Provision of parking spaces	Prior to occupation
12	Provision of drainage interceptors	Prior to occupation
13	Provision of refuse storage areas	Prior to occupation
14	Development in accordance with Construction environmental management plan	Control
15	Removal of permitted development rights – No mezzanine floors	Control
16	Use class restricted to E(g)	Control

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

In accordance with the above legislation, 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 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.

Background Papers

None