

Agenda Item	A10
Application Number	23/01134/VCN
Proposal	Retrospective application for the temporary siting of 2 portable buildings to provide office space (pursuant to the variation of condition 1 on 23/00649/FUL to extend the time frame for removal)
Application site	Lancaster City Council White Lund Depot White Lund Road Morecambe
Applicant	Mr Daniel Wood
Agent	N/A
Case Officer	Mrs Kim Ireland
Departure	No
Summary of Recommendation	Approval, subject to conditions

(i) Procedural Matters

This form of development would normally be determined under the Council's Scheme of Delegation. However, the site is in the ownership of Lancaster City Council and as such the application is referred to the Planning Regulatory Committee.

1.0 Application Site and Setting

1.1 The White Lund Depot is situated to the north east of White Lund Road, near to the junction of White Lund Road and Westgate. The site comprises of numerous buildings that include office buildings, store rooms and the White Lund Plant Centre. The remainder of the site consists of parking for council vehicles and staff parking.

1.2 To the west of the site are six residential properties, with further residential properties to the west of White Lund Road. To the north, east and south of the application site are various commercial properties that include Home Bargains, Whitehouse Motors and Catlows Coal.

1.3 The site is situated within White Lund Industrial Estate.

2.0 Proposal

2.1 The two temporary portable buildings are sited to the north of the existing office building. The temporary portable buildings have been previously granted temporary planning consent for six months, however a longer period of time is required and therefore condition 1 is being applied for to be varied.

2.2 The temporary portable buildings are required to provide temporary office accommodation, as the existing office building is in a state of deterioration and is unsuitable for staff to work within. The portable buildings are a temporary solution, whilst an alternative permanent solution is explored.

2.3 Since the previous planning application 23/00649/FUL was determined by the Planning Regulatory Committee, the existing situation has been explored further and a procurement exercise has been undertaken to identify options for a new building. A report will be presented to the Council's Elected Cabinet Members on the 24th October 2023 providing details of the preferred tender of a new build, as well as the findings of the repair and demolition investigations. Once final confirmation has been agreed of a way forward, either with a new building or repairing the existing building, the additional time requested to keep the temporary buildings will allow for a final design to be agreed and a subsequent planning application be submitted. If the preferred option of a new building is agreed, then planning permission will also be required for the demolition of the existing building. It is anticipated that the required additional time frame will allow a position to be agreed by the Council's Elected Cabinet Members, and the works to be applied for, carried out and the temporary office accommodation to be removed from the site.

2.4 The two portable buildings measure 14.5m in length, 3.9m in width and 2.9m in height and are finished in grey metal with a matt finish and upvc windows and doors.

2.5 The portable buildings were sited within White Lund Depo on 30th June and as the original application was determined after this and was therefore considered by the LPA as retrospective works.

3.0 Site History

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

Application Number	Proposal	Decision
23/00649/FUL	Retrospective application for the temporary siting of 2 portable buildings to provide office space	Permitted

4.0 Consultation Responses

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

Consultee	Response
Morecambe Parish Council	At the time of compiling this report, no comments received.
Lancashire County Highways	No Objection
Lancaster City Environmental Health Officer	At the time of compiling this report, no comments received.
Lancaster City Property Services	At the time of compiling this report, no comments received.
Environment Agency	At the time of compiling this report, no comments received.

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

5.0 Analysis

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

- Principle of Development
- Design
- Highways and Parking
- Residential Amenity
- Flooding

- 5.2 Principle of Development (NPPF Paragraphs 81 and 83: Building a Strong, Competitive Economy, (DM) DPD Policy DM14: Proposals Involving Employment and Premises, Strategic Policies and Land Allocations (SPLA) DPD Policy EC1: Established Employment Areas)
- 5.2.1 The White Lund Depot site is a primary location for Lancaster City Council's community based teams. The existing offices within the site provide accommodation for the office based staff to enable them to provide support to the operation of the community based teams. The temporary portable offices provide the continuation of the office based staff within the site and will meet operational requirements, whilst arrangements are being made to provide permanent office accommodation across the site.
- 5.2.2 The principle of the two portable cabins in this location was agreed through the Planning Regulatory Committee and granted temporary consent for six months via planning application 23/00649/FUL. The submitted application is merely to extend the temporary consent for an additional six months to allow a report to be presented to the Council's Elected Cabinet Members on the 24th October 2023 providing details of the preferred tender of a new build, as well as the findings of the repair and demolition investigations and then for the agreed approach to commence on site.
- 5.3 Design (NPPF Section 12 Achieving well-designed places, 154 -155, Development Management (DM) DPD Policies DM29 Key Design Principles)
- 5.3.1 Policy DM29 of the DPD requires a good standard of design, requires proposals to demonstrate an understanding of the wider context so that they make a positive contribution to the local area. The portable buildings are of a scale that is in keeping with the existing buildings within the site. Although the design of the portable buildings is simple, they are of a temporary nature whilst a permanent solution of the existing office buildings is sought and have a minimal visual impact upon the wider area. As such, given that the proposed buildings are functional to the operation of the site and have a minimal visual impact on the wider area, the proposal is considered to be acceptable for a short period of time that they will be located within the site.
- 5.4 Highways and Parking (NPPF Section 12, policies DM62: Vehicle Parking Provision)
- 5.4.1 The siting of the two portable buildings is to be located within a small area of informal parking within the site that accommodates a maximum of six vehicles. In accordance with Appendix E of the DPD, the two portable buildings should provide an additional two car parking spaces. Given the minimal amount of additional car parking spaces required for the development and since the Council declared a Climate Emergency in 2019, there is a desire to move away from the use of private motor vehicles in favour of sustainable transport options. The site is within easy reach of bus and cycle routes, the site provides 40 bicycle spaces that is to remain unaltered with the development and the development is temporary, therefore on this occasion the additional car parking spaces are not required.
- 5.4.2 The Highway Development Control Section of Lancashire County Council has raised no objections to the planning application.
- 5.5 Residential Amenity (NPPF Section 12, policies DM29: Key Design Principles)
- 5.5.1 The portable buildings will allow the continued support to the operation of the community based teams. The buildings are well within the parameters of the White Lund Depot and are sited 33m to the six nearest residential properties to the west of the site. Given that the portable buildings are being used as offices, no concerns are raised regarding impact of the use of the buildings to the amenity of the nearest residents.
- 5.6 Flood Risk and Drainage (NPPF Chapter 14 Planning for Climate Change paragraphs 152-154, 157, Planning and Flood Risk paragraphs 159--169; paragraphs, Strategic Policies and Land Allocations (SPLA) DPD Policy EC1: Established Employment Areas, Development Management (DM) DPD policies DM33 Development and Flood Risk, DM34 Surface Water Run-off and Sustainable Drainage and DM35 Water Supply and Waste Water)
- 5.6.1 National and local planning policy aims to direct development to areas within the lowest probability of flooding (flood zone 1). This is particularly important for development that would be vulnerable to

flood risk. The existing access into the site lies within a flood zones 2, however the location of the portable buildings is within a flood zone 1.

5.6.2 The site is within an existing allocated industrial estate and the retrospective portable buildings are required to provide support to the operation of the community based teams, therefore, the development cannot be located elsewhere within the district. Notwithstanding the need of the portable buildings, and that the portable buildings cannot be located elsewhere within the district, the part of the site that is located within a flood zone 2 is the existing access and not the location of the portable buildings. Therefore the development is considered to comply with the requirements of local and national planning policy regarding flood risk.

5.6.3 The development is to collect surface water and will connect to the existing surface water system that is currently in place and discharges to an existing watercourse.

5.6.4 The portable buildings internally will provide office space and therefore no foul drainage is required, as facilities are provided elsewhere within the site.

6.0 Conclusion and Planning Balance

6.1 The development is sought to provide a temporary solution as the existing office buildings are currently not fit to work within and the portable buildings will allow the continued support to the operation of the community based teams within the site. The scale and design of the buildings are thought to be simple but functional as a temporary measure and will have a negligible impact upon the amenities of the nearest properties. Two additional car parking spaces would ordinarily be required to comply with Appendix E of the DPD, however given the minimal amount of additional car parking required and the Council's position of a Climate Emergency, there are sustainable transport options that are within easy reach of the site and therefore on this occasion the additional car parking spaces have not been requested.

Recommendation and delegate back to head of Planning and Climate Change

That Planning Permission BE GRANTED subject to the following conditions:

Condition no.	Description	Type
1	Temporary 8 Months	Control

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

Lancaster City Council has made the decision 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 decision 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