

<b>Agenda Item</b>	A7
<b>Application Number</b>	24/01171/FUL
<b>Proposal</b>	Erection of self-storage units with associated security building, boundary fencing and creation of access roads/parking
<b>Application site</b>	Former Builders Merchants Yard New Quay Road Lancaster Lancashire
<b>Applicant</b>	New Quay Lancaster Ltd
<b>Agent</b>	Mrs Hayley Knight
<b>Case Officer</b>	Mr Andrew Clement
<b>Departure</b>	None
<b>Summary of Recommendation</b>	Approval subject to S.106

## 1.0 Application Site and Setting

- 1.1 The application site comprises circa 2.6 hectares of previously developed (brownfield) land located at the western end of New Quay Road immediately south of the River Lune. The site was once the location of Lancaster's Isolation Hospital, and was more recently a Builders Merchants (Use Class B8). This use ceased a few years ago, with buildings on-site demolished a couple of years ago. The site now comprises circa 1.2ha of cleared hardstanding and rubble, bound by existing palisade fencing and stone walls. The site also extends to circa 1.4ha of land between this previously developed site and the banks of the River Lune, on greenfield land that contains rights of way, flood defence bunds and vegetation.
- 1.2 Public open space and rights of way bound the northern, eastern and southern perimeter of the site, forming designated open spaces and blue/green corridors around the site. A narrow footpath to the east of the site leads to the Coastal Walk along the Lune to the north, with the frequently walked/cycled bridleway of the Millenium Path to the south, beyond which is Freemans Wood. Freemans Wood is a historic landfill site, but is now used as outdoors sports provision, with additional areas of the woodland recently made more accessible as usable outdoor space. The site is within the regeneration priority area for Luneside, which seeks a range of both employment and residential uses for the wider New Quay Road area. A more localised Development Opportunity Area for the site and Lune Industrial East to the southeast seeks a mixed-use regeneration of this previously developed site, to include a range of residential, employment and economic uses.
- 1.3 The majority of the site to the south of the bunds are protected by these flood defences, but remain within Flood Zone 3 due to high risk of flooding from the River Lune, and the site is understood to have historically flooded in 2002. There are smaller pockets of low and medium surface water flood risk, projected to become high risk in the future due to climate change. The River Lune is of regional and international environmental interest, as a biological heritage site and marine conservation zone, with the site just 500 metres upstream of the Morecambe Bay Special Area of Conservation (SAC),

Special Protection Area (SPA), Ramsar site and the Lune Estuary Site of Special Scientific Interest (SSSI).

## 2.0 Proposal

- 2.1 The proposal seeks planning permission for the erection of self-storage units on the 1.2ha previously developed area of the site, with associated security building, boundary fencing and creation of access roads/parking. The greenfield land to the north is included within the development area for associated drainage works, biodiversity net gain area and boundary treatments. The proposal seeks a total of 21 blocks of storage units, the longest being approximately 77 metres long, all single storey under 4 metres tall. The design are long rows of single garages with roller shutter doors under mono pitched roofs finished in metal composite cladding of dark silver and goosewing grey colours. One of the units contains indicative solar panels to the roof.
- 2.2 The proposed development would facilitate the provision of a self-storage business at the site, where customers could store possessions within individual lock-up facilities. The proposed units would be accessible to existing customers 24 hours a day. New fencing and a gate are proposed within the site adjacent to the existing site entrance, beyond which is a security building and 8 parking spaces, with another couple of parking spaces further into the site. The site plan suggests 474 individual units could be provided through the proposed development, measuring between circa 7spm and 27sq.m floorspace each, with cumulative self-storage floorspace of 4,795sq.m. A concrete hard surfacing is proposed for vehicular route and parking access to units.

## 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
24/01225/EIR	Screening request for the redevelopment of the site to provide self storage units (B8) and associated infrastructure	Environmental Statement not required
19/00723/ADV	Advertisement application for the display of 1 non-illuminated fascia sign and 1 non-illuminated wall sign	Granted

## 4.0 Consultation Responses

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

Consultee	Response
Lancaster Civic Vision	Appearance of the facility will be stark and utilitarian, should seek some screening/planting. No indication of the times when access to the storage units will be afforded to users. Comments regarding loss of already demolished building and neighbour consultation.
Planning Policy	<b>No objection</b> in principle, drainage and landscaping would need suitable management.
Sustainable Growth	No observations received
County Highways	No adverse comment, further information has addressed previous concerns regarding access to the site, impacts on the wider highway network can be mitigated through <b>£15,000</b> contribution to highway improvement projects to 13 initiatives across the district, and condition for a construction management plan.
Lead Local Flood Authority	<b>No objection</b> , subject to submission of a detailed surface water sustainable drainage strategy, maintenance and verification through planning conditions.
Environment Agency	<b>No objection</b> , the proposed development would be safe and that it would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere, informative regarding

	easement to the River Lune, associated defences and potential permit requirements.
United Utilities	<b>Acceptable in principle</b> , subject to condition regarding surface water drainage scheme and it's maintenance/management regime.
Canal And River Trust	No adverse comment
Engineering Team	No observation received
Natural England	No adverse comment
Lancashire Wildlife Trust	<b>Objection</b> to post development habitat plan, due to lack of information of how this will be delivered and maintained.
BNG Officer	Unclear whether some works would impact vegetation, or how some enhancements would be achieved or maintained. Could be addressed through condition. Accesses and boundaries suitable, habitat baseline is accepted, but further details of post-construction habitat, and requirement to maintain for at least 30 years, is still required through condition.
Tree Protection Officer	<b>No adverse comment</b> , trees are not a barrier to the development. The trees to be removed are in a poor condition or growing from the concrete base and boundary fence, all have a limited retention span. The proposed losses can be adequately compensated for within the proposed landscape plan. Omission of replacement fencing, or development to this area sought within this application, addresses impact on those trees.
Public Realm	No observation received
Environmental Health	No adverse comment, proposed mitigation would not likely cause obtrusive light. Dust control during construction, EV charging to mitigate air quality impacts, and submitted investigations and conditions can mitigate contamination issues.
Public Rights of Way	<b>No objection</b> , subject to any new fencing being set at least 1 metre into the site, and avoiding drainage/landscaping across right of way
Ramblers Association	No observation received
County Archaeology	No adverse comment, subject to written scheme of investigation controlled through planning condition programme of archaeological work being undertaken as part of the development, to be reported for the historical record.

4.2 **One objection** has been received from members of the public, raising concerns regarding traffic, associated air pollution and noise, and incompatibility of industrial with residential uses in the vicinity.

## 5.0 Analysis

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

- Principle of development and regeneration priorities
- Design, scale, landscape/streetscene and heritage impact
- Biodiversity, ecology and trees
- Drainage, flood risk and contamination
- Accessibility, transport, residential amenity, parking and highways

5.2 **Principle of development and regeneration priorities** Development Management (DM) DPD policies DM14 (Proposals involving Employment Land and Premises), DM28 (Employment and Skills Plans), Strategic Policies and Land Allocations (SPLA) DPD SP1 (Presumption in Favour of Sustainable Development), SP2 (Lancaster District Settlement Hierarchy), SP5 (The Delivery of New Jobs), EC5 (Regeneration Priority Areas), DOS2 (Lune Industrial Estate, Luneside, Lancaster), Employment and Skills SPD and National Planning Policy Framework (NPPF) Section 2 (Achieving sustainable development), Section 4 (Decision-making), Section 6 (Building a strong, competitive economy) and Section 11 (Making effective use of land)

5.2.1 The site has an established history of storage use, previously a builders merchants, but now seeking development of much smaller self-storage units within the same planning use class. The proposed buildings cover a much larger building footprint (4,795sq.m) than the previous use, which was primarily open-air storage. The proposal seeks storage within the single storey height buildings seeking permission through this application.

5.2.2 Much of the eastern and central sections of the Lunesdale Regeneration Priority Area have already

been redeveloped, from previous heavy industry to primarily residential uses to both sides of the retained cricket club. This application site is at the far western end of this regeneration area, forming part of the development opportunity site that more closely relates to the existing Lunesdale Industrial Estate, and associated employment buildings and uses to the south. Part of the site on the opposite southern side of New Quay Road was granted permission through 20/01145/FUL and 23/00389/VCN to redevelop circa 14,500sq.m of B2 and B8 use class buildings.

5.2.3 The application site is within the northwest portion of this development opportunity designation, immediately adjacent to an existing concrete mixer/manufacturer/supplier, with a Use Class E building recently constructed to the south, beyond which are retained and new employment buildings. Combined with the riverside location at high risk of flooding (flood zone 3) compared to other lower risk areas of the development opportunity designation, it is considered that the site is more suitable to deliver the economic/employment elements of this designation, as opposed to the residential regeneration aspirations as part of the mixed-use regeneration sought for this area. The proposal ensures that incompatible land uses are not located within close proximity of each other, in-keeping with the focus of commercial/employment elements of development to the north and west areas of this designation.

5.2.4 Combined with the established use of the site, the proposal is considered to be acceptable in principle. Whilst it is anticipated that few people would be employed ongoing for such a use once established, there are economic benefits of the sought development both during construction and once established as a business. The development would help achieve the regeneration and development objectives detailed within the designations for the site as part of the Strategic Policies and Land Allocations Development Plan Document. The site makes effective use of previously developed brownfield land, which is attributed substantial weight in accordance local and national policies. To ensure the storage use and facilities remain within the brownfield area of the site, a condition is recommended to specifically limit such activity to this area, with the greenfield area of the site for drainage and biodiversity only, as intended by the application.

5.2.5 The proposed development would deliver 4,795sq.m of self-storage floorspace, significantly over the 1,000sq.m of commercial floorspace trigger threshold for production of an Employment and Skills Plan (ESP). The ESP details how opportunities for, access to and up-skilling local people through the construction phase of the development proposal will be provided. As such, and given mitigation would likely be met during construction phase of the development itself, this should be controlled through pre-commencement planning condition to ensure any consent granted delivers the ESP requirements.

5.3 **Design, scale, landscape/streetscene and heritage impact** Development Management (DM) DPD policies DM29 (Key Design Principles), DM30a (Sustainable Design and Construction), DM30b (Sustainable Design and Construction – Water Efficiency), DM30c (Sustainable Design and Construction – Materials, Waste and Construction), DM42 (Archaeology), DM46 (Development and Landscape Impact), DM53 (Renewable and Low Carbon Energy Generation), Strategic Policies and Land Allocations (SPLA) DPD SP7 (Maintaining Lancaster District's Unique Heritage), DOS2 (Lune Industrial Estate, Luneside, Lancaster), CC1 Responding To Climate Change and Creating Environmental Sustainability and National Planning Policy Framework (NPPF) Section 11 (Making effective use of land), Section 12 (Achieving well-designed places) and Section 16 (Conserving and enhancing the historic environment) and National Model Design Code (NMDC)

5.3.1 The site previously contained buildings of traditional materials and local historic interest, unfortunately these were demolished and removed from the site several years ago, with no protection of such buildings beyond national heritage assets. The site is now an unused area of rubble and broken hardstanding, bound by palisade fencing and some stone walls, in unkempt condition. Whilst the existing boundary fencing will largely be retained and maintained, the proposed development of the site brings the opportunity to provide a use, activity and improved condition of the site.

5.3.2 The proposed development is utilitarian in design and layout, proposing long narrow rows of buildings finished in metal grey colour metal cladding under mono pitched roofs. The front elevations will contain a number of brightly coloured roller shutter doors to each self-storage unit. Whilst the development is not high-quality design, it is a considered design that will provide a rhythm and cleaner appearance than numerous shipping containers that provide alternatives for such self-

storage elsewhere. The location of blocks along the boundaries provides a visual containment to the site, at single storey height with eaves just 3.25 metres tall to the rear of buildings, and all less than 4 metres tall.

5.3.3 The development sought will be low key and low-profile, reducing its prominence and wider visual impact. The self-storage development and units proposed will provide a tidy appearance, particularly compared to previous open-air storage of building materials that previously occurred at this site. As such, the design, materials, scale and height are considered to be appropriate for the use of the site, despite the riverside location of development and falling short of high-quality design. The low-profile development is considered to avoid landscape and streetscene harm through this well considered, if utilitarian, design and development. Despite the likely low energy demands of the development, positive energy and water conservation measures will be incorporated into the proposal, including solar panels to Block C. The implementation of these should be controlled through planning condition.

5.3.4 There remains heritage interest in the site that may be unearthed by development. Foundations and other aspects of historical interest from the original Isolation Hospital use of the site may remain within the ground. As such, Lancashire Archaeology recommend a planning condition for a written scheme of archaeological investigations, for investigations to take place during construction and subsequent reported for the historical record. Subject to such a planning condition, the development would record and advance understanding of the significance of any heritage assets unearthed as part of the development, should any archaeological interest be discovered during such investigations.

5.4 **Biodiversity, ecology and trees** Development Management (DM) DPD policies DM44 (The Protection and Enhancement of Biodiversity), DM45 (Protection of Trees, Hedgerows and Woodland), DM46 (Development and Landscape Impact), Strategic Policies and Land Allocations (SPLA) DPD SP8 (Protecting the Natural Environment), EN7 (Environmentally Important Areas) and National Planning Policy Framework (NPPF) Section 15 (Conserving and enhancing the natural environment)

5.4.1 The previously developed brownfield area of the site is bound by trees, both within the site boundaries and just beyond. The greenfield areas to the banks of the River Lune have much higher ecological value and tree/vegetation coverage, however sustainable drainage and boundary treatments are the only developments sought in this area, which will be largely retained and enhanced through the proposal.

5.4.2 The sought development to the brownfield area seeks the removal of circa 12 trees and a few groups of smaller shrubs/trees. Some other trees are to be removed due to poor condition, irrespective of development pressure, due to their immediate decline. Two of the trees to be removed are category B trees. However, the Council's Tree Protection Officer has concluded that these are not a barrier to development, as these and other trees to be removed are growing from the existing concrete base and boundary fencing, and as such all have a limited retention span. The proposed losses can be adequately compensated for within the proposed landscape plan, subject to conditions to ensure appropriate full details, and its implementation and maintenance.

5.4.3 The proposal includes a pre-development biodiversity metric, which is considered to accurately reflect the biodiversity value of the site, meeting the pre-determination requirements of the proposal. Post-development information has been submitted, and whilst this falls short of a fully evidenced and maintainable scheme, leading to objection and concern from consultees, such post-development plans can be controlled through planning condition. The submitted information shows positive intention to deliver net gain on-site, the full details of which can be sought post-determination, but prior to commencement, through planning condition. Given the likely extent of monitoring for such on-site biodiversity area, the costs of the authority's obligation to monitor this should be controlled through legal agreement. Subject to such conditions and obligations, the proposal is considered to meet the pre-determination requirements for BNG, with the delivery, maintenance and monitoring of required net gain to be fully explored through such conditions/obligations.

5.4.4 Morecambe Bay is very important for many species of birds. The application site is within the impact risk buffer zone of the Morecambe Bay and its environmental designations. As such, there is the potential for development and recreational use close to the designated sites to have impacts on birds

associated with the SPA and Ramsar designations. It is considered that these impacts could be avoided, but only through mitigation. In light of the People Over Wind ruling by the Court of Justice of the European Union, likely significant affects cannot be ruled out without mitigation and therefore an Appropriate Assessment (AA) is required.

- 5.4.5 This assessment is contained within a separate document. It concludes that, with the implementation and retention of mitigation, the development will have no adverse effects on the integrity of the designated sites, their designation features or their conservation objectives, through either direct or indirect impacts either alone or in-combination with other plans and projects. The mitigation for the proposal is a construction management plans to prevent undue disruption and pollution of delignated areas during construction, employee packs informing of the sensitivities of the ecological sites, and appropriate controls over external lighting. Subject to such details being controlled through planning condition, the proposal can avoid adverse impact.
- 5.4.6 The site would be externally illuminated, in a location in close proximity to neighbouring ecological sites and public walking/wheeling routes. Light pollution can harm habitats and enjoyment/use of open space, and should be controlled to avoid adverse impact, particularly in this sensitive riverside location. The proposed lighting is solely to the previously developed land area, and a light spill plan demonstrates how artificial lighting would be directed within the site, and limits light spill with cowls proposed to restrict light spilling beyond the site. Such mitigation, combined with limiting illumination to movements and/or time when customers are accessing the site between dusk/dawn is considered to avoid harm through external lighting, with no adverse comment received from Environmental Health regarding lighting.
- 5.4.7 Whilst there will be tree and ecology losses through the proposal, it is considered these can be fully mitigated and ensure required net gain, with positive intention to deliver this within the wider site. As such, the proposal is considered to be policy compliant with regard to trees and ecological/biodiversity impacts and betterments.
- 5.5 **Drainage, flood risk and contamination** Development Management (DM) DPD policies DM32 (Contaminated Land), DM33 (Development and Flood Risk), DM34 (Surface Water Runoff and Sustainable Drainage), DM35 (Water Supply and Wastewater), DM36 (Protecting Water Resources, Water Quality and Infrastructure), DM43 (Green and Blue Infrastructure), Strategic Policies and Land Allocations (SPLA) DPD SP8 (Protecting the Natural Environment), EN7 (Environmentally Important Areas) and National Planning Policy Framework (NPPF) Section 14 (Meeting the challenge of climate change, flooding and coastal change)
- 5.5.1 Following original concerns with the sought drainage scheme, an altered scheme has positively incorporated sustainable drainage systems (SuDS) including a surface attenuation pond within the land to the west of the brownfield land. This pond will ensure controlled outfall rate to an existing sewer. Whilst a full scheme would need to be controlled through planning condition, this has addressed the previous objection from the Lead Local Flood Authority, in addition to ecological benefits of providing such a SuDS pond in a location near Freemans Pools and the River Lune, considered an ecological benefit and positive link to existing local habitats.
- 5.5.2 The riverside location is defended by a flood defence bund, which the aforementioned drainage facilities and landscaping must provide a suitable easement for maintenance. Whilst defended, the site and proposed developments are within Flood Zone 3, at high risk of flooding from the River Lune. There are also small pockets of surface water flood risk within the site. Furthermore, the site is known to have flooded in 2002.
- 5.5.3 The proposed would develop self-storage facilities on the site, and customers property stored at the site would be at such risk of flooding. However, the use class and vulnerability of the site remains unchanged through this proposal, still within the 'less vulnerable' category. Whilst a sequential test has not been submitted as part of this application, within the development opportunity site itself, the proposal places this least vulnerable use within this area of highest risk of flooding. This approach avoids more vulnerable development, such as residential dwellings, in such higher risk areas of the development opportunity designation, where the impacts of flood would be more severe. This is considered to be a sequentially appropriate approach to delivering regeneration of brownfield land sought within the development opportunity designation.

- 5.5.4 The proposal demonstrates that the site can be drained and avoid flood risk elsewhere, whilst placing the proposed 'less vulnerable' development in terms of flood risk impact in the area of highest flood risk within the development opportunity site. To regeneration the brownfield land and progress delivering the aspirations of the development opportunity site, the proposed development is considered the optimal way of achieving. The proposal would not exacerbate flood risk elsewhere, nor placing more vulnerable uses sought within the broader allocation at such risk. As such, the proposal is considered to be acceptable and policy compliant with regards to drainage and flood risk, subject to implementation of mitigation measures within the submitted flood risk assessment.
- 5.5.5 A ground investigation and phase 1 preliminary risk assessment reports have been submitted, identifying risks to be investigated and potentially remediated further where required. These reports recommend the production of a Materials Management Plan to allow re-use of contaminated and/or uncontaminated areas of the site, and a Phase II human health and controlled waters risk assessment. Subject to such details being submitted and agreed through planning conditions prior to commencement of development, this is considered sufficient to protect construction workers and future customers and employees of the development. No adverse comment from the Environmental Health consultee.
- 5.6 **Accessibility, transport, residential amenity, parking and highways** Development Management (DM) DPD policies DM31 (Air Quality Management and Pollution), DM57 (Health and Wellbeing), DM60 (Enhancing Accessibility and Transport Linkages), DM61 (Prioritising Walking and Cycling), DM62 (Vehicle Parking Provision and Electric Vehicle Charging Points), DM63 (Transport Efficiency and Travel Plans), DM64 (Lancaster District Transport and Highways Masterplan), Appendix E (Vehicle Parking Standards), Strategic Policies and Land Allocations (SPLA) DPD SP10 (Improving Transport Connectivity), T2 (Developing the Cycling and Walking Network) and National Planning Policy Framework (NPPF) Section 9 (Promoting sustainable transport)
- 5.6.1 The application site is on the edge of Lancaster City, at the far end of New Quay Road before open countryside separates the built-up areas of Lancaster from villages/hamlets further south. The site is unfortunately poorly connected to sustainable transport, with no bus service to the site. However, it is approximately a mile from the train station, and just over a mile from Lancaster bus station. Whilst it is anticipated that the majority of customers would drive to the site, at such distances from public transport, employees could walk/wheel to the site. Secure cycle storage should be provided to encourage such sustainable modes of travel, through the provision of Sheffield stands or similar controlled through planning condition.
- 5.6.2 Given the scale and nature of self-storage units proposed, it is anticipated that customers would be local residents and/or small business requiring additional storage space beyond their respective properties. Given the limited height and floorspace, large vehicle movements would likely be limited to primarily the construction phases, and suitable arrangement could be controlled through planning condition for a construction management plan. Once established, it is anticipated that the majority of vehicle movements would be domestic scale cars/vans.
- 5.6.3 The transport assessment anticipates low levels of vehicle movements for the use proposed, with peak hours attracting just 10x trips during those peak hours, as projected by the submitted assessment. Such an increase in movements by domestic scale vehicles is considered to have no adverse impact upon neighbouring residential amenity along New Quay Road, and the proposal would likely attract fewer large vehicles than the previous builders merchants use of the site.
- 5.6.4 The proposed vehicular parking provision is proportionately small to match such movements, and given the availability of on-street parking in the vicinity, it is considered parking would have no adverse impact on the highway network. There would be impact upon the wider highway network through vehicle movements, and given such movements would exacerbate existing highway issues, contributions to highway improvement projects would be necessary to mitigate such additional movements.
- 5.6.5 County Highways have requested a sum of £15,000, identifying 13 projection such funding could contribute towards. Such a contribution is considered proportionate to mitigate the additional vehicle movements from the proposal upon Lancaster gyratory road and other areas of the highway network. This position is understood to be agreeable to the applicants, and should be controlled through legal agreement. Subject to such mitigation, the proposal would sufficiently encourage

sustainable transport options whilst mitigating vehicle movements during construction and use of the proposal.

## **6.0 Conclusion and Planning Balance**

- 6.1 The proposal seeks to develop and provide an active use of an existing derelict plot of brownfield land adjacent to the River Lune. This would help deliver some of the aims for the regeneration of the area and the more specific development opportunity site. Development of the site would achieve economic benefits being delivered, and most substantially, making effective use of previously developed brownfield land. Such benefits attribute positive weight in planning balance. For such regeneration and effective use of a brownfield site, development should be approved unless substantial harm would be caused.
- 6.2 The design of the scheme is utilitarian, and whilst this falls short of the high-quality design sought through the development opportunity allocation, the low height and locations of development avoid harm undue harm to the landscape and streetscene. The proposal will result in tree removals, biodiversity impacts, increasing in vehicle movements and drainage implications. However, it has been demonstrated through the application that such matters can be addressed and mitigated through conditions and obligations to avoid harm, and achieve a neutral impact with regard to these matters. As such, the benefits of the effective use of brownfield land and positive contribution to the regeneration aspirations for the area are considered to weigh in favour of approval, in the absence of any substantial harm individually nor cumulatively from the proposed development.

## **Recommendation**

That Planning Permission **BE GRANTED** following the satisfactory completion of a Legal Agreement within 3 months of the date of this Committee meeting, and the conditions listed below. In the event that a satisfactory Section 106 Agreement is not concluded within the timescale above, or other agreed extension of time, delegate authority to the Chief Officer – Planning and Climate Change to refuse planning permission on the grounds that the obligations which make the development acceptable have not been legally secured and the following planning conditions:

The legal agreement shall secure:

- **£15,000** contribution to off-site highway projects and improvements
- Agreement to pay costs of monitoring BNG

List of conditions:

Condition no.	Description	Type
1	Timescales	Control condition
2	Accord with amended approved plans	Control condition
3	Contaminated land surveys and materials management plan	Pre-commencement
4	Employment skills plan	Pre-commencement
5	Archaeological written scheme of investigation	Pre-commencement
6	Construction management plan	Pre-commencement
7	Construction environmental management plan	Pre-commencement
8	Construction drainage scheme	Pre-commencement
9	Full sustainable drainage scheme	Pre-commencement
10	Landscaping plan and maintenance	Details prior to implementation/first use/completion
11	Cycle storage	Details prior to implementation/first use/completion
12	Electric vehicle charging	Details prior to implementation/first



		use/completion
13	Drainage operation and maintenance	Details prior to implementation/first use/completion
14	Drainage verification	Details prior to implementation/first use/completion
15	External lighting mitigation	Details prior to implementation/first use/completion
16	Employee ecological information pack	Details prior to first use/completion
17	Ecology mitigation	Control condition
18	Flood risk mitigation measures	Control condition
19	Implement energy measures	Control condition
20	Foul drainage separate system	Control condition
21	No storage development or use within greenfield area	Control condition

### **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