



Committee: PLANNING AND HIGHWAYS REGULATORY COMMITTEE

Date: MONDAY, 5 FEBRUARY 2018

Venue: LANCASTER TOWN HALL

Time: 10.30 A.M.

A G E N D A

Officers have prepared a report for each of the planning or related applications listed on this Agenda. Copies of all application literature and any representations received are available for viewing at the City Council's Public Access website <http://www.lancaster.gov.uk/publicaccess> by searching for the relevant applicant number.

1 Apologies for Absence

2 Minutes

Minutes of meeting held on 8th January 2018 (previously circulated).

3 Items of Urgent Business authorised by the Chairman

4 Declarations of Interest

To receive declarations by Members of interests in respect of items on this Agenda.

Members are reminded that, in accordance with the Localism Act 2011, they are required to declare any disclosable pecuniary interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting).

Whilst not a legal requirement, in accordance with Council Procedure Rule 9 and in the interests of clarity and transparency, Members should declare any disclosable pecuniary interests which they have already declared in the Register, at this point in the meeting.

In accordance with Part B Section 2 of the Code Of Conduct, Members are required to declare the existence and nature of any other interests as defined in paragraphs 8(1) or 9(2) of the Code of Conduct.

Planning Applications for Decision

Community Safety Implications

In preparing the reports for this agenda, regard has been paid to the implications of the proposed developments on community safety issues. Where it is considered that the proposed development has particular implications for community safety, the issue is fully considered within the main body of the individual planning application report. The weight attributed to this is a matter for the decision-taker.

Local Finance Considerations

Section 143 of the Localism Act requires the local planning authority to have regard to local finance considerations when determining planning applications. Local finance considerations are defined as a grant or other financial assistance that has been provided; will be provided; or could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments), or sums that a relevant authority has, will or could receive in payment of the Community Infrastructure Levy. Whether a local finance consideration is material to the planning decision will depend upon whether it could help to make development acceptable in planning terms, and where necessary these issues are fully considered within the main body of the individual planning application report. The weight attributed to this is a matter for the decision-taker.

Human Rights Act

Planning application recommendations have been reached after consideration of The Human Rights Act. Unless otherwise explicitly stated in the report, the issues arising do not appear to be of such magnitude to override the responsibility of the City Council to regulate land use for the benefit of the community as a whole, in accordance with national law.

- | | | | | |
|----------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|------------------------|
| 5 | A5 17/00965/VCN | Land at The Hayloft Barn, Ashton Road, Lancaster | Ellel Ward | (Pages 1 - 7) |
| | | Change of use of land to touring caravan site, erection of a facilities building, associated re-grading of land, landscaping, formation of access road, lay-bys and cycle link, and creation of wildlife pond (pursuant to the variation of conditions 4, 6, 7 and 15 on planning permission 12/00212/CU to delay the creation of wildlife pond and cycle link and for the addition of a vehicle barrier) | | |
| 6 | A6 17/01196/FUL | Ashton Golf Centre, Ashton Road, Ashton With Stodday | Ellel Ward | (Pages 8 - 15) |
| | | Change of use of golf driving range (D2) for the siting of 14 holiday chalets (C1) and installation of a package treatment plant | | |
| 7 | A7 17/01327/OUT | Land Rear Of Ingleborough View, Station Road, Hornby | Upper Lune Valley Ward | (Pages 16 - 28) |
| | | Outline application for the erection of up to 11 dwellings and creation of a new access and associated landscaping | | |

8	A8 17/01307/FUL	Hillside Farm, Lancaster Road, Heaton With Oxcliffe	Overton Ward	(Pages 29 - 36)
		Demolition of existing agricultural buildings/farm, erection of food production facility with associated landscaping, alterations to existing access, construction of a new internal road, erection of a detached farm building and creation of a pond		
9	A9 17/01377/VCN	Land Adjacent Campbell Drive, Lancaster	Bulk Ward	(Pages 37 - 42)
		Demolition of existing maintenance buildings and erection of 42 houses, 20 flats and a retail unit (use class A1) with associated parking, landscaping and access (pursuant to the variation of conditions 24 and 25 on planning permission 17/01099/VCN to amend the business opening and delivery hours of the retail unit)		
10	A10 17/01450/VCN	Land Rear of Cemetery, Back Lane, Carnforth	Carnforth and Millhead Ward	(Pages 43 - 47)
		Outline application for 16 affordable residential units with associated access, drainage and landscaping arrangements (Pursuant to the variation of conditions 4 and 6 on planning permission 11/00668/OUT to amend the access)		
11	A11 17/01495/FUL	Land Adjacent Marine Road Central, Morecambe	Harbour Ward	(Pages 48 - 53)
		Demolition and reconstruction of the Wave Reflection Wall incorporating closure of the existing pedestrian access and creation of new pedestrian and vehicular accesses onto Morecambe Promenade from Marine Road Central, installation of seating and associated landscaping		
12	A12 17/00962/ADV	Salt Ayre Sports Centre, Doris Henderson Way, Heaton With Oxcliffe	Skerton West Ward	(Pages 54 - 56)
		Advertisement application for the display of an internally illuminated freestanding sign		

- 13 **A13 17/01530/LB** **Ryelands House, Owen Road,
Lancaster** **Skerton (Pages 57 - 59)
East Ward**
- Listed building application for replacement render to the exterior and interior of the rear courtyard walls and the installation of a door in an existing opening
- 14 **Quarterly Reports (Pages 60 - 67)**
- 15 **Delegated Planning List (Pages 68 - 76)**

ADMINISTRATIVE ARRANGEMENTS

(i) Membership

Councillors Carla Brayshaw (Chairman), Helen Helme (Vice-Chairman), June Ashworth, Jon Barry, Eileen Blamire, Dave Brookes, Abbott Bryning, Ian Clift, Claire Cozler, Andrew Kay, Jane Parkinson, Robert Redfern, Sylvia Rogerson, Susan Sykes and Malcolm Thomas

(ii) Substitute Membership

Councillors Stuart Bateson, Sheila Denwood, Mel Guilding, Tim Hamilton-Cox, Janice Hanson and Geoff Knight

(iii) Queries regarding this Agenda

Please contact Tessa Mott, Democratic Services: telephone (01524) 582074 or email tmott@lancaster.gov.uk.

(iv) Changes to Membership, substitutions or apologies

Please contact Democratic Support, telephone 582170, or alternatively email democraticsupport@lancaster.gov.uk.

SUSAN PARSONAGE,
CHIEF EXECUTIVE,
TOWN HALL,
DALTON SQUARE,
LANCASTER, LA1 1PJ

Published on Wednesday 24th January, 2018.

Agenda Item A5	Committee Date 5 February 2018	Application Number 17/00965/VCN
Application Site Land At The Hayloft Barn Ashton Road Ashton Lancashire		Proposal Change of use of land to touring caravan site, erection of a facilities building, associated re-grading of land, landscaping, formation of access road, lay-bys and cycle link, and creation of wildlife pond (pursuant to the variation of conditions 4, 6, 7 and 15 on planning permission 12/00212/CU to delay the creation of wildlife pond and cycle link and for the addition of a vehicle barrier)
Name of Applicant Mr Roger Clark		Name of Agent Simon Gillespie
Decision Target Date 8 February 2018		Reason For Delay N/A
Case Officer		Mrs Eleanor Fawcett
Departure		None
Summary of Recommendation		Approval subject to amendments to the vehicle barrier and a Deed of Variation

(i) Procedural Matters

This form of development would normally be dealt with under the Scheme of Delegation. However, a request has been made by Councillor Charles for the application to be reported to the Planning Committee due to concerns about the increase in vehicle movements as a result of the cycle link not being in place, which was fundamental to approval being originally granted.

The application was proposed to be reported to the Planning Committee on 13 November 2017. However, the Council was made aware that notice had not been served on everyone with an interest in the land and the incorrect certificate had been signed. This has now been undertaken and, as a result, the application timescale has been restarted.

1.0 The Site and its Surroundings

1.1 The site is located to the south east of Ashton Hall and is accessed via a private road off Ashton Road, which also serves a number of residential dwellings, a garden centre and leisure complexes. It comprises an irregular shaped parcel of land (approximately 2.15 hectares) occupying the eastern portion of a field adjacent to Long Plantation (mixed woodland), together with a smaller triangular parcel of land (approximately 0.09 hectares) around 230 metres further west towards the estuary. The private road also forms part of the application site. An access, areas of hardstanding and a facilities building have been created as part of the previously approved consent for a touring caravan site. It is understood that the site is now operational.

1.2 The main part of the site is bound by the private road to the north, dense mature woodland to the east (Long Plantation), and open undulating agricultural land to the south and west. The woodland is protected by a Tree Preservation Order (TPO). There are also a number of individual and groups of trees along the access road that are covered by TPOs. The smaller parcel of land relates to the

south western corner of an existing field which lies adjacent to the private road and the Lancaster to Glasson foot/cyclepath. Beyond the field to the north and east is Meldham Wood, which is identified as a Biological Heritage Site. The site is also within the District’s Countryside Area, and is close to the Lune Estuary Site of Special Scientific Interest (SSSI). This SSSI is part of the Morecambe Bay Special Area of Conservation (SAC), Special Protection Area (SPA), and Ramsar site.

2.0 The Proposal

2.1 Planning permission has been previously granted for the change of use of the larger parcel of land from agriculture to a touring caravan site comprising 26 pitches. This proposal involved:

- Cutting and filling of the land to provide appropriate levels for the proposed pitches;
- The construction of a single storey facilities building to provide ancillary toilets and showers for visitors;
- The construction of an access road within the site;
- The formation of lay-bys along the private road linking the site with Ashton Road;
- Landscaping (including the creation of a wildlife pond); and
- The creation of a link to the existing cycle path which occupies the former railway line to the west (this is proposed within the smaller parcel of land).

2.2 The current application seeks to vary several of the conditions on the original consent. This is to allow the installation of an automatic vehicle barrier and a delay in the implementation of the highway signage, the creation of the pond and the cycle link. The vehicle barrier and associated railings, kerb and operating console have already been installed at the entrance to the main part of the caravan site and are set back slightly from the private road. Adjacent to this was a timber enclosure to provide storage for bins and was also to be covered by the current application. However, this has now been removed. The highway signage, pond and cycle link were all conditioned to be provided prior to first use. Confirmation has been provided from the Highway Authority that the signage should be implemented within October. In terms of the pond, the agent has requested that 2 years be given to create this. The cycle link has not been created as there is a tenant who has rights to the land and the applicant is in the process of legal proceedings. A two-year timescale to create this has been requested.

3.0 Site History

3.1 There is an extensive planning history relating to the Ashton Hall Estate, but the most relevant to this proposal is planning consent 12/00212/CU for the change of use of land to touring caravan site, erection of a facilities building, associated re-grading of land, landscaping, formation of access road, lay-bys and cycle link, and creation of wildlife pond. This was approved following the refusal of a previous application for a similar scheme (11/00548/CU). The resubmission involved minor changes to the vehicular access (which in fact showed the access as it existed on site), and additional detail in respect of the cycle track.

Application Number	Proposal	Decision
12/00212/CU	Change of use of land to touring caravan site, erection of a facilities building, associated re-grading of land, landscaping, formation of access road, lay-bys and cycle link, and creation of wildlife pond (Re-submission of 11/00548/CU)	Approved
11/00548/CU	Change of use of land to touring caravan site, erection of a facilities building, associated re-grading of land, landscaping, formation of access road, lay-bys and cycle link, and creation of wildlife pond	Refused against Officer recommendation.
11/0043/TPO	Trees within W1 – trimming of branches overhanging driveway and removal of epicormic growth at base of trees	Approved

4.0 Consultation Responses

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

Consultee	Response
Parish Council	No comments received during the statutory consultation period.
County Highways	The signage has been agreed and should be installed by October 2017.
Environmental Health	No comments received during the statutory consultation period.
Tree Protection Officer	Delaying the cycle link would inevitably have an impact upon the delivery of the approved landscaping scheme (and the cycle link element especially). It is unclear whether the proposed addition of a vehicle barrier and bin compound would have potential for an adverse impact on existing trees and hedges.
Natural England	No comments to make.

5.0 Neighbour Representations

5.1 Six pieces of correspondence were originally received objecting to the proposal and raise the following concerns:

- Inappropriate design of vehicle barrier;
- The original application was only granted because of the proposals to create the pond and access to the cycle track/ footpath and these should be required before the site is brought into use;
- No guarantee that the cycle link can be created because of a tenant on the land and this will result in an increase in vehicle movements, with the only access via Ashton Road.;
- An application for a single dwelling has been recently refused because of lack of amenity and no access to the cycle track;
- Concerns whether the lake will be created;
- The applicant has had adequate time to provide the highway signage; and
- Little landscaping has been undertaken and some trees have been removed at the roadside.

5.2 Neighbour notifications were sent following the amended ownership certificate. A further piece of correspondence has been received objecting to the proposal and sets out the following concerns:

- Slow moving traffic will potentially exacerbate existing dangerous highway conditions;
- There is no guarantee that the cycle link can be created; and
- Interests in the land were not previously declared

5.3 Two pieces of correspondence have been received in relation to the notice that has been served on them as a party with an interest in part of the site. One raises an objection on behalf of the tenant of the land where the footpath link is proposed. The other is in support of the proposal on behalf of Ripway Properties Ltd. who own the south west corner of the field and the adjoining private roadway.

5.4 One piece of correspondence has been received in support of the application from the operators of Ashton Hall Caravan Park.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

Paragraphs 7, 14 and 17 – Sustainable Development and Core Principles
 Paragraph 28 – Supporting economic growth in rural areas
 Paragraph 32 – Access and Transport
 Paragraphs 56, 58 and 60 – Requiring Good Design
 Paragraph 109 – Protecting valued landscapes and minimising impacts on biodiversity
 Paragraph 118 – Conserving and Enhancing Biodiversity

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,

(ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 Lancaster District Core Strategy (adopted July 2008)

SC1 – Sustainable Development
SC5 – Achieving Quality in Design

6.4 Lancaster District Local Plan - saved policies (adopted 2004)

E4 – Countryside Area

6.5 Development Management Development Plan Document (DM DPD)

DM7 – Economic Development in Rural Areas
DM14 – Visitor Accommodation
DM20 – Enhancing Accessibility and Transport Linkages
DM21 – Walking and Cycling
DM27 – Protection and Enhancement of Biodiversity
DM28 – Development and Landscape Impact
DM35 – Key Design Principles
DM39 – Surface Water Run-Off and Sustainable Drainage

7.0 Comment and Analysis

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

- Highway Safety Issues
- Landscape and Visual Impact
- Residential Amenity
- Ecological Issues

7.2 Highway Safety Issues

7.2.1 The application seeks to vary the timescales for the implementation of signage on Ashton Road, to direct visitors to the site, and the creation of the link to the cycleway. The Highway Authority have confirmed that the payment has been made by the applicant in relation to the signs, and these will be attached to the existing directional signs for Ashton Hall. In an email on 11 October 2017, they set out that they have the signs in the depot and they should be displayed within 2 to 3 weeks. It is therefore likely that they will be in place prior to determination of the application. If this is not the case, then an appropriate timescale could be added to the relevant condition.

- 7.2.2 The original application proposed a link to the footpath and cycleway adjacent to the Lune Estuary from the private road which provides access to the site. The link is proposed approximately 230 metres to the west of the part of the site where the caravans will be accommodated and would utilise a triangular piece of land owned by the applicant. This link was required prior to the first operation of the site but has not yet been provided as legal proceedings are ongoing with a tenant of the land. Many concerns have been raised by the neighbours in terms of the delivery of this link and the implications in terms of additional vehicle movements with it not being provided before the site is brought into use. However, whilst a formal link to the cycleway is desirable, it was not considered essential to make the original proposal acceptable.
- 7.2.3 The original Committee report considered in detail the suitability of the access to the site. Given the relatively small-scale nature of the proposal, it was considered unlikely that the additional traffic movement associated with the development would cumulatively generate unacceptable traffic levels using the access and private road. Subsequently it was considered that the increase in vehicle conflict would also be low. It was recognised that there may be vehicle conflict at the junction and that the visibility does not meet the “*desirable minimum*” standards, and that the Local Planning Authority, in consultation with the Highway Authority, must make a balanced judgement whether this would warrant a refusal of planning permission on highway grounds. The proposal was assessed against paragraph 32 of the National Planning Policy Framework (NPPF) which states:

‘...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’.

Despite the concerns to the contrary, the proposed development, which involves the provision of lay-bys to improve traffic flows on the access road, was considered acceptable from a planning point of view and could not be described as having a ‘severe’ impact. The provision of the cycle track was not a material consideration in reaching this view.

- 7.2.4 The application does not seek to remove the condition requiring the link to the cycle path, but does seek to change the date for implementation. Due to the number of concerns raised regarding the implementation, confirmation has been sought from the agent that the link could be created, with the legal issues resolved, and the timescale for this. In response, it has been set out that ‘Notice to Quit’ has been served on the tenant and arbitration proceedings are underway with a hearing date scheduled for later this year, although it is understood that the initial date has now been pushed back. The agent has also stated that there are already links to the cyclepath. However, the link closest to the application site is very informal and is not within the red line of the application boundary, so can be given little weight. It has been advised that the cycle link could be provided within two years. There is no reason to believe that this could not be achieved and it is therefore considered to be a reasonable timescale for its implementation given the above. It would be unreasonable, given the relatively small scale of the site, to not allow the applicant to operate the site until the link is in place. It might be difficult to resist the removal of the condition altogether, as it is not considered absolutely fundamental to make the scheme acceptable from a highway or sustainability perspective, given the small scale of the site. If the formal link can be created, as set out by the agent, then it would be a strong benefit of the scheme, and therefore the two year timescale would be the best option rather than the removal of this altogether.

7.3 Landscape and Visual Impact

- 7.3.1 Some alterations have been made to the access off the private road to the main part of the caravan site that were not covered by the original consent. These include the installation of a vehicle barrier and operating consoles on either side, in addition to associated kerbs and railing, and a timber enclosure for bin storage. The barrier is red and white, the posts for the barrier and consoles are red and the railings are light grey. These alterations are quite formal and give an urban appearance to the site’s entrance, in contrast to its rural location. Some limited landscaping has been planted to soften this, and clarification has been sought in relation to the species. In this location a timber barrier or field gate would be most appropriate, and could still be automated. However, given the limited views of this, it may be acceptable in its current form if painted in a more subtle colour, such as black or green. There is also a hard surfaced path adjacent to the railings which adds to the urban appearance and the approved landscape plan showed grass verge up to access. The timber structure is also visible from the access, but could be softened by being painted and additional landscaping implemented.

7.3.2 In response to the concerns, the metal railings and most of the infrastructure in relation to the barrier has been painted a matt black colour which has softened its appearance. The vehicle barrier is still red and white and the top of the control box is white. Whilst not ideal, this has significantly reduced the visual impact. The agent raised concerns about painting it a more subdued colour as it may not be visible to people accessing the site and could cause accidents. Therefore on balance, it is considered acceptable. The bin store has now also been removed. There is still landscaping that needs to be implemented as part of the approved scheme.

7.4 Residential Amenity

7.4.1 The private road, which provides access to the site, passes a number of residential properties, but the main part of the site does not lie immediately adjacent to these. It is considered that the alterations to the scheme, including the delay in the implementation of the cycle link, pond and signage, would not have an unacceptable impact on the amenities of these residential properties.

7.5 Ecological Issues

7.5.1 The landscaping scheme, approved as part of the previous application, also included the creation of a new wetland habitat which went beyond mitigation and would constitute an enhancement to the local biodiversity. This element of the scheme fully accords with paragraph 118 of the NPPF in relation to biodiversity. The current application seeks to vary the implementation of this to allow it to be created within the next two years rather than before operation. It does appear that at least part of the site is operational, but the rear section has not been fully completed. Given that the pond was to provide for an enhancement rather than as direct mitigation for the proposal, it would be unreasonable to insist that it was provided before the site is brought into use and two years is a reasonable alternative timescale for this.

8.0 Planning Obligations

8.1 In relation to the previous consent, the applicant entered into a Section 106 Obligation in order to control the use of the development and the number of pitches within it. As such, a Deed of Variation will be required to link it to this consent.

9.0 Conclusions

9.1 The amended timescales to provide the habitat pond and cycle link are considered to be acceptable and would not have a detrimental impact to highway safety, residential amenity or biodiversity. The concerns regarding the colour and design of the barrier at the entrance of the site have now been addressed. In term of the highway signage, this is proposed to be provided soon, and is dependent on the Highway Authority.

Recommendation

That Planning Permission **BE GRANTED** subject to amendments to the entrance barrier, completion of the Deed of Variation to the original Section 106 Obligation and the following conditions:

1. Development to accord with approved plans
2. Approved details – finish to facilities building, surfacing materials for access and hardstanding, external lighting, boundary treatments
3. Retention of laybys in accordance with plan
4. Provision/ retention of bio-disk treatment plant
5. Approved details of cycle link and creation/ brought into use within 2 years
6. Protection of existing trees, Arboricultural Method Statement and Tree Works Schedule
7. Implementation of approved landscaping scheme including maintenance – timescale of 2 years for pond
8. Caravan site limited to 26 touring caravans
9. No storage of caravans
10. No residential occupation of caravans; bound register to be kept with evidence of site users main residences.

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

In accordance with the above legislation, the City Council can confirm that it 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 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

Agenda Item A6	Committee Date 5 February 2018	Application Number 17/01196/FUL
Application Site Ashton Golf Centre Ashton Road Ashton With Stodday Lancaster	Proposal Change of use of golf driving range (D2) for the siting of 14 holiday chalets (C1) and installation of a package treatment plant	
Name of Applicant Mr & Mrs Lake	Name of Agent Mr Jake Salisbury	
Decision Target Date 15 February 2018	Reason For Delay Not Applicable	
Case Officer	Mr Mark Potts	
Departure	No	
Summary of Recommendation	Approval (subject to no objections being raised by the Local Lead Flood Authority and the applicant entering into a Unilateral Undertaking to restrict occupancy to holiday accommodation)	

1.0 The Site and its Surroundings

- 1.1 The proposed development is located at Ashton Golf Centre, approximately 4.75 km to the south of Lancaster city centre with the driving range being located on the south side of the golf centre. The application site covers an area of roughly 0.85 hectares and is currently used as a golf driving range with a defined stone wall and tree planting marking the boundaries. The ground is relatively level. Access to the site would be afforded off the A588 (Ashton Road) then via a private road which serves Ashton Road garden centre, the golf centre, a touring caravan site and a number of residential properties, including Ashton Barns.
- 1.2 The application site is adjacent to a significant copse of woodland to the west, with the golf course located beyond this. To the north and east lies further tree planting and the golf club's greens beyond this. To the south is further tree planting leading to an unclassified road with Seafield Plantation beyond this. The nearest residential dwelling to the proposal is approximately 100 metres to the east of the site.
- 1.3 The site is not within a protected landscape, although it is located approximately 200 metres from the Morecambe Bay Special Area of Conservation (SAC), Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and a RAMSAR site. There are no listed buildings on the site although Ashton Hall is a Grade I Listed building and is located some 300 metres to the east of the proposal. The wider golf centre complex is allocated as 'PPG17 Open Space' land, though only the golf driving range shelter falls within this designation. The land is allocated as Countryside Area as part of the adopted Local Plan.

2.0 The Proposal

- 2.1 The proposed development consists of the siting of 14 holiday chalets on the current golf driving range of Ashton Golf Centre to be available all year round. The scheme proposes three different types of units being the Cresta (4.73m x 12.23m), the Tirol Annexe (6.84m x 10.65m) and the

Sherwood (6.9m x 10.97m) - all single storey and of timber construction. New planting is also proposed as part of the scheme. Access to the site would be afforded via the existing site entrance to the golf course, and users would park in the existing car park and will be transported by golf buggies to their chalet with an internal track to access each of the chalets. The scheme proposes a chipping and putting green within the centre of the site measuring 65m x 20m.

2.2 The scheme also proposes a temporary access that crosses the existing golf course to facilitate the delivery of the chalets which is likely to be a temporary roadway way made up of heavy duty matting.

3.0 Site History

3.1 There is a wealth of planning history associated with the Ashton Hall Golf Course, however the most relevant planning applications are noted below.

Application Number	Proposal	Decision
16/01180/FUL	Change of use of golf driving range (D2) for the siting of 14 holiday chalets (C1)	Withdrawn
16/00665/FUL	Change of use of golf driving range (D2) for the siting of 14 holiday chalets (C1) and creation of a new access point	Withdrawn

4.0 Consultation Responses

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

Consultee	Response
Natural England	No objection
Conservation Officer	No objection
Fire Safety Officer	No objection
Tree Protection Officer	No objection subject to the development being carried out in accordance with AIA and a detailed scheme for landscaping to be submitted
Sport England	No objection
Greater Manchester Ecological Unit	No objection recommends that a condition is attached for landscaping and that the package treatment plant drains to a new balancing pond.
Thurnham Parish Council	No observations received within the statutory timescales
County Highways	No observations received within the statutory timescales
Environmental Health	No observations received within the statutory timescales
Lead Local Flood Authority	No observations received within the statutory timescales
Public Realm Officer	No observations received within the statutory timescales
Lancashire Police	No observations received within the statutory timescales
Planning Policy	No observations received within the statutory timescales
Historic England	No observations received within the statutory timescales

5.0 Neighbour Representations

5.1 4 letters of objection have been received:

- Issues of ownership (not a planning consideration);
- Concerns with respect to foul and surface water;
- No evidence of need;
- Harm to Ashton Hall;
- Lack of suitable netting on the site leading to stray golf balls leaving the site;
- Detrimental impact on landscape and ecology;

- Highway safety concerns;
- Unsustainable location; and
- Inaccuracies within the planning application.

- 5.2 9 letters of support have been received (mainly from outside the District):
- The new development is supported and would enable the golf course to remain viable;
 - Sustainability credentials given the close proximity of the site to the cycle and walking paths would enhance the tourism in the area;
 - Greater benefit to Ashton Golf Centre;
 - Valuable asset to the local community; and
 - Golf has to adapt to a changing environment and this type of development enhances the surroundings and enables the golf course to remain viable.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

Paragraphs 7, 14 and 17 – Sustainable Development and Core Principles
Section 3 – Supporting a prosperous rural economy
Section 4 – Promoting Sustainable Transport
Section 8 – Promoting Healthy Communities
Section 11 – Conserving and Enhancing the Natural Environment
Section 12 – Conserving and Enhancing the Historic Environment

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 Lancaster District Core Strategy Policies

SC5 – Achieving Quality in Design
ER6 – Developing Tourism

6.4 Development Management DPD

DM7 – Economic Development in Rural Areas

DM9 – Diversification of the Rural Economy
DM14 – Caravan Sites, Chalets and Log Cabins
DM20 – Enhancing Accessibility and Transport Linkages
DM26 – Open Space, Sports and Recreational Facilities
DM27 – Protection and Enhancement of Biodiversity
DM28 – Development and Landscape Impact
DM29 – Protection of Trees, Hedgerows and Woodland
DM30 - Development affecting Listed Buildings
DM32 – The setting of designated heritage assets
DM35 – Key Design Principles
DM38 – Development and Flood Risk
DM39 – Surface Water Run-Off and Sustainable Drainage
DM40 – Protecting Water Resources

6.5 Lancaster District Local Plan Saved Policies

E4 – Development within the Countryside

6.6 Other Material Considerations

PPG17 – Open Space Study

7.0 Comment and Analysis

7.1 The application raises the following main issues:

- Principle of development;
- Flooding and drainage;
- Open space;
- Ecology;
- Highways; and
- Heritage.

7.2 Principle of Development

7.2.1 The proposed development involves the siting of wooden chalets on the golf driving range associated with the Ashton Golf Centre. Policy DM14 of the Development Management DPD is therefore relevant which concerns the siting of caravans, chalets and log cabins, and generally proposals should seek to utilise brownfield land first and the local highway network should be capable of accommodating the development. In addition, the points below require special consideration:

- (Development should) be of a scale and design appropriate to the locality and does not have any detrimental impacts on the local landscape;
- (Development) should make use of appropriate materials which are sympathetic to its locality.

Priority will generally be given to utilising previously developed sites and when greenfield sites are considered it should be demonstrated that no alternative suitable brownfield sites exist locally. The site has a historic use as a golf driving range (since the early 1990s) and therefore whilst it is greenfield (with manicured greens) it is considered to be potentially capable of accommodating this form of development, assuming issues regarding the loss of recreational open space can be fully addressed (see Section 7.4). It is the applicant's intention that the chalets would likely be used by people wishing to take a golfing holiday and that the provision of the chalets would enhance the attraction to users and boost the income of the business, and in general terms this is something which is to be encouraged by the Local Planning Authority. The Highway Authority has yet to provide observations on this planning application but with respect to the withdrawn applications they raised no objection in highway terms.

7.2.2 The application seeks to utilise wooden chalets of single storey build and the site is enclosed, so views into the site would be limited and only really be gained by golfers and perhaps those using the private lane to the south of the site in the winter time when the trees are not in leaf. It is

therefore considered to be of a scale and design that is appropriate to its surroundings and the wooden chalets would be sympathetic to the rural location. There were concerns with respect to the previous applications as to how access would be afforded for the delivery of the chalets, however, two points of access have now been proposed by the applicant and it is considered that this can be suitably controlled by means of planning condition to ensure no adverse impact on the integrity of the greens. It is considered that the principle of this development could be found acceptable (assuming other issues such as the loss of recreational open space, access and drainage can be overcome).

7.3 Flooding and Drainage

7.3.1 A flood risk assessment has been submitted (admittedly brief) which discusses that the site is within Flood Zone 1 and that surface water will be discharged by each chalet having a rainwater harvesting system in addition to providing an allowance for infiltration into the ground via a soakaway, and whilst the applicant states that a soakaway would be used, there is no evidence before Officers as to whether this solution would indeed be practical as this would be entirely dependent on the ground makeup (of which no detail has been provided). The Lead Local Flood Authority (LLFA) has been consulted on the planning application but to date has yet to provide observations on the planning application. The views of the LLFA are awaited and will be reported verbally at the Committee meeting. Assuming there is no objection from the LLFA and assuming surface water can be appropriately controlled and would not lead to flooding elsewhere, it is considered from a surface water management perspective the scheme is acceptable.

7.3.2 Foul water is proposed to be handled by the use of a package treatment plant on the site and the applicant has provided plans to show this discharging to the pond that is located on the southern extent of the site. Further consultation has occurred with GMEU who have stated that rather than connect to the existing pond a new pond should be created to take the drainage from the sewage outfall, and this can be conditioned. United Utilities has made no comment on the planning application and it has to be assumed that foul water can be handled appropriately on the site. The associated maintenance with the package treatment plant could be afforded by the emergency access point or the delivery access position.

7.4 Open Space

7.4.1 The Ashton Golf Centre is identified in the Council's PPG17 study on open spaces (though the study only covers the driving range shelter and not the area where the chalets are proposed to be sited, even though these are on the driving range greens). Notwithstanding this it is clear in the specification of the PPG17 study that the driving range is part of the make-up of the allocation. Sports facilities such as the golf driving range are a source of recreation and amenity and therefore in line with Policy DM26 of the Development Management DPD the applicant has submitted an Open Space Assessment for consideration. The last withdrawn submission provided some justification for the loss of the driving range and this concluded that the current driving range was in profit until September 2014, though following this date has been operating at a loss. The applicant suggests that this is in part due to the approval of application 12/00212/CU (situated just south of the site) which was for the change of use of land to a touring caravan site with associated infrastructure and a legal dispute that has occurred between the owners of the Golf Centre and caravan site due to concerns regarding golf balls travelling from the driving range onto the caravan development site. The applicant has taken measures such as purchasing 20,000 reduced flight golf balls, repairing the netting at the southern edge of the driving range and banning the use of drivers and woods to ensure that balls entering third party land does not occur which is said to represent a health and safety concern especially when the adjacent site will be fully occupied.

7.4.2 The applicant acknowledges the loss of the driving range and proposes to offset this by the creation of a short game practice area on the range outfield opposite the proposed chalets. This is made up of a large practice putting green and will be used by the teaching professional, users of the lodges and the public. The existing driving range shelter is proposed to remain, though there is the longer term possibility to use the structure by tunnel netting this to create an "indoor" range and teaching area.

7.4.3 The applicant had contended in their original statement that the Lancaster Golf Club (located less than 500m away) had recently gained consent for their own driving range and was likely to have a detrimental effect on the existing facility at the Ashton Golf Centre. However, whilst consent was

granted under 13/01295/HYB for the change of use of land to a driving range further north along Ashton Road this permission has now lapsed and therefore they would need to re-apply.

- 7.4.4 Additional information has been provided that Lancaster Golf Club has their own small scale driving range and were granted planning permission under application 15/01572/FUL to build a shelter over their existing practice area to create a driving range, with users purchasing tokens from the club shop (at a lower cost than Ashton Golf Course). One fundamental benefit is that any size club can be used here unlike the situation at Ashton Golf Course, but this is not open to the public to use; only members of the Golf Club.
- 7.4.5 The supporting information does state that the use of the main 9-hole golf course would not be affected by the proposed development. A weakness of the submission, however, is that unfortunately there has been no consultation with key stakeholders and the local community as to whether the driving range has a value – no information on demand or no detail on the number of users. Officers understand that the driving range is still available for use 7 days a week between the hours of 09.00 and 20.30 during the summer months and 09.00 till dusk during the winter months. A decision on the loss of the driving range needs to be considered against the backdrop of falling revenues, the provision of other driving ranges locally (the Golf Club) and justification that the applicant has put forward. On balance whilst Officers are satisfied that the applicant has demonstrated that special circumstances could apply here to justify the loss of the golf driving range, this has to be on the basis of some form of compensation and the whilst the putting green is very different compared to the driving range it is considered that should market demands change over time then the driving range is capable of reverting back to its former use should market conditions and trends change. Sport England has no adverse observations to make on the proposal and observations are still awaited from the Public Realm Development Manager, though no objection was previously raised.
- 7.4.6 The decision is finely balanced with plausible arguments on both sides but in the opinion of Officers whilst the loss of the driving range will occur this is being proposed to be replaced by a putting and chipping green (65m x 20m). It is therefore considered that whilst the replacement facility is not of the same standard as existing, and taking into account other material considerations such as the decline of use of the facility, on balance the applicant's proposal can be found acceptable. It is therefore considered that the development complies with Policy DM26 of the Development Management DPD and Paragraph 74 of the NPPF.
- 7.5 Ecology
- 7.5.1 The scheme is supported by an ecological appraisal of the site. Whilst the site itself is not deemed to be of significant biodiversity interest the surrounding woodland is considered as high value woodland and there are a number of ponds in close proximity to the application site. Given the age of trees bats are known to forage locally, but the trees in question would remain as part of this development proposal, and therefore there would be no loss of habitat. The ponds in close proximity to the site have been assessed as not being suitable for Great Crested Newts, although an informative note is recommended drawing the applicant's attention that it would be an offence to disturb, harm or kill great crested newts. The applicant had sought to connect the package treatment plant to the existing pond but this is not appropriate and therefore a compensatory pond feature should be utilised – the detail of which can be controlled by means of planning condition. Notwithstanding the above, a condition is also recommended for ecological enhancement of the site via landscaping (including a control on external lighting). Officers are satisfied that the proposed development could, through the use of planning conditions, be beneficial to the natural environment.
- 7.5.2 With the withdrawn application there was a requirement for the applicant to provide a detailed tree survey and tree constraints plan in support of the application given the application proposes chalets in close proximity to mature trees, which they failed to do. One has been submitted with this application and no objection has been offered by the Tree Officer on the basis that a landscaping scheme has been submitted and that the development is carried out in accordance with the applicants Arboricultural Implications Assessment, these conditions are reasonable.

7.6 Highways

- 7.6.1 The site is accessed off Ashton Road via a private road that also serves a number of dwellings, the garden centre, golf centre, touring caravan site and the application site. The Highway Authority has yet to provide their observations on this planning application but they raised no objection to the previous scheme on the understanding that the development is for holiday accommodation only and that cycle parking is provided on the site. Conditions are recommended requiring white-lining at the junction of Ashton Road and the private road. These are all considered acceptable. A plan has been provided showing buggy access from the existing car park to the site and this would appear to work in principle as would the use of matting to facilitate access the delivery of chalets across the greens.
- 7.6.2 Officers previously had concerns as to how the chalets would be delivered to the site though the applicant is proposing that these would be delivered in 2 or 3 sections to the existing car park and then to the site via the existing service road serving the driving range. However, they could utilise an existing access to the east of site and this has been recently reinstated. Temporary matting across the golf course is proposed by the applicant. The applicant maintains the existing golf driving shelter was constructed in a similar way but the applicant's proposal would appear to cross a drain and therefore a condition is recommended which details the arrangements for the delivery of the chalets to ensure that the integrity of the greens are not adversely affected.
- 7.7 Heritage
- 7.7.1 The proposed development is close to a Grade I Listed building in the form of Ashton Hall which is a 14th century mansion now owned by Lancaster Golf Club. In accordance with the Listed Building and Conservation Areas Act, when considering any application that affects a Listed building or their setting, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the heritage asset or its setting. This is reiterated by policies DM30 and DM32. Given the screening between the Listed building and the proposed development it is considered that the setting would not be unduly harmed due to this development, a view shared by the Conservation Officer.
- 7.7.2 With respect to the withdrawn application there was concern that part of the wall that the applicant intended to remove could have been curtilage Listed. However, from discussions with the Conservation Officer it is concluded that this would not be the case. Notwithstanding this a condition is recommended as part of the Construction Management Plan as the wall is quite distinctive.
- 7.8 Other Considerations
- 7.8.1 It is important that there is a restriction on the site to prevent the cabins being used as permanent residential units and that it should remain in holiday use. Policy DM14 of the Development Management DPD recommends the use of legal agreement, so the applicant has been asked to provide a Unilateral Undertaking to control the use of the site for holiday occupation only.
- 7.8.2 Many of those who have objected to the scheme have raised land ownership as an issue. However, the agent has signed the necessary certificate to state that they are the owner of the site and notice has been served on the owner of the private road stretching from Ashton Road to the site. This is a legal declaration and has to be relied upon. Notwithstanding this, the concern has been relayed back to the applicant, but the Local Authority has not been informed of any changes to their previous declaration.
- 7.8.3 Concern has also been raised regarding the sustainability credentials of the scheme. However, the Ashton Golf Centre has a small club house serving food and drink. The nearby garden centre provides a similar service. Overall it is considered that a use such as that proposed could indeed be complementary to the offer already present and assist with maintaining rural businesses. This weighs in favour of support to the proposal.

8.0 Planning Obligations

8.1 It is considered necessary for the applicant to enter into a legal agreement to control the following:

- Shall be occupied for holiday purposes only;
- Shall not be occupied as a person's sole, or main place of residence; and,
- Shall require the applicant to maintain an up-to-date register of the names of all occupiers of the chalets on the site, and of their main home addresses, together with an up to date Council Tax bill (or alternative means of identification of main residence) and shall make this information available at all reasonable times to the Local Planning Authority.

9.0 Conclusions

9.1 The Council would ordinarily seek to retain all open space where it was concluded to have a value, either to the local community that it serves or other environmental values. However, as part of this planning application it has been demonstrated by the applicant that the diversification of the business can be found acceptable on the provision that the replacement putting and chipping facility is implemented. Issues associated with highways, the natural environment, and layout can all be addressed by means of planning condition and therefore it is recommended that subject to no objection arises from the Lead Local Flood Authority that Members support the applicant's proposal.

Recommendation

That subject to no objection from the Lead Local Flood Authority and the applicant entering into a planning obligation to control the obligations listed in 8.1 Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard 3 year timescale
2. Approved plans
3. Submission of surface water drainage scheme to include maintenance
4. Materials for the cabins including hard landscaping.
5. Foul water arrangements including pond
6. Development in accordance with the AIA
7. Landscaping scheme to be submitted and to be implemented.
8. Construction Management Plan to include form of access to the site (and associated materials for the on-site access/walkways).
9. Implementation of putting and chipping green
10. Off-site highway works
11. Cycle provision
12. Lighting details

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

In accordance with the above legislation, the City Council can confirm that it has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the agent to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None

<p>Agenda Item</p> <p>A7</p>	<p>Committee Date</p> <p>5 February 2018</p>	<p>Application Number</p> <p>17/01327/OUT</p>
<p>Application Site</p> <p>Land Rear Of Ingleborough View Station Road Hornby Lancashire</p>	<p>Proposal</p> <p>Outline application for the erection of up to 11 dwellings and creation of a new access and associated landscaping</p>	
<p>Name of Applicant</p> <p>Mr P Norris</p>	<p>Name of Agent</p> <p>Graham Anthony Associates</p>	
<p>Decision Target Date</p> <p>24 January 2018</p>	<p>Reason For Delay</p> <p>Committee Cycle</p>	
<p>Case Officer</p>	<p>Mrs Jennifer Rehman</p>	
<p>Departure</p>	<p>No</p>	
<p>Summary of Recommendation</p>	<p>Approve</p>	

1.0 The Site and its Surroundings

- 1.1 The application site comprises 0.70 hectares of improved grassland (Grade 3 agricultural land classification) located behind existing residential property (Ingleborough View), on the southern outskirts of the settlement of Hornby. The site lies beyond the disused railway line, which previously separated Hornby from the cluster of development at Butt Yeats. The site is located within the northern fringe of the Forest of Bowland Area of Outstanding Natural Beauty (AONB). It is also land identified as 'Countryside Area' in the saved Local Plan. Hornby's Conservation Area lies to the north of the disused railway line and there are no protected trees affecting this proposal.
- 1.2 The site relates to the eastern part of a larger pastoral field. It is bound by the B6480 Wennington Road to the south; the remaining part of the field to its western boundary; the disused railway line, Mears Beck and the residential development at Station Court to its northern boundary, and; a row of semi-detached and terraced 2-storey houses known as Ingleborough View, Low Barn (a residential property) and a sub-station all fronting Station Road to the site's eastern boundary. There is also an area of public open space to the north of the site situated between Station Court and Station Way Industrial Estate. A small cluster of development around the Butt Yeats junction is located to the south east of the site on the south side of Wennington Road with a further small residential complex, known as Lunesdale Court, around 180m to the south west of the site.
- 1.3 The site is predominately enclosed by native hedgerows, particularly to the north and south. The eastern boundary is made up of a mix of boundary treatments including stone walls, post and wire fences and hedgerows as they make up the domestic curtilages of neighbouring residential property. There is no physical feature along the western boundary of the site as its part of the field. There are a small group of trees located on this eastern boundary separating the site from Station Road, close to the narrow bridge. The site is currently accessed by two field accesses off Station Road – one close to the bridge and the other between Low Barn and 8 Ingleborough View.
- 1.4 Land levels rise gradually from an elevation around 35.8m Above Ordnance Datum (AOD) in the south eastern corner of the site (close to the southern field access) to approximately 38.5 AOD at the mid-point along the proposed western boundary of the site. At this highest point the levels then drop steeply towards the northern boundary where the site is elevated at approximately 29m AOD.

The site is located outside flood zones 2 and 3 and is not located in an area identified as being susceptible to surface water flooding (other than along the northern boundary where Mears Beck runs in an east-west direction). The site is located in a Mineral Safeguarding Area.

2.0 The Proposal

- 2.1 Outline planning permission is sought for the erection of up to 11 dwellings and the creation of a new access off Station Road. Access and landscaping are applied for as part of this outline planning application with appearance, scale and layout reserved for subsequent approval (herein referred to as the 'reserved matters').
- 2.2 The access is positioned adjacent to the existing sub-station north of Ingleborough View, approximately 35m to the humpback bridge. The access measures 5.5m wide with 2m footways to both sides with a 4m corner radii and sightlines measuring 2.4m by 43m in both directions. The proposal also incorporates pedestrian links between the site and Station Road and to the north over Mears Beck towards Station Court.
- 2.3 The application site extends over land benefiting from planning permission for a single dwelling house with its access permitted off Station Road. The access proposed as part of this pending application utilises the same access point. This proposal would result in this previously approved scheme being un-implementable as the location of the proposed development would require an internal access road through the land where the previously permitted dwelling was located.
- 2.4 For the purposes of clarification, the applicant has indicated on their illustrative site plan and landscape plans the location of a further dwelling intended to replace this previously permitted single dwelling scheme. It must be noted that this dwelling marked on the drawing (north of the access road) does not form part of this proposal as it is outside the red edge boundary. Should the applicant wish to obtain planning permission for a further dwelling this would be the subject of a separate planning application.

3.0 Site History

- 3.1 There have been two previous applications for up to 11 dwellings at the proposed site. The first was withdrawn and the second refused. The grounds for the refusal related solely to landscape and visual impacts; in particular the impacts arising from the previously proposed access arrangement. It should be noted that Members of the Planning Committee previously visited the site to consider the previous application (27th March 2017). In addition, there is planning permission (outline and reserved matters) for a single dwelling with an access taken off Station Road. The table below also includes details of recent planning consents for residential development located to the east side of Station Road.

Application Number	Proposal	Decision
17/00170/OUT	Outline application for the development of up to 11 dwellings and creation of a new access and associated landscaping	Refused
16/00745/OUT	Outline application for the development of 11 residential dwellings and creation of a new access	Withdrawn
16/00780/EIR	Screening request for the development of 11 residential dwellings and creation of a new access	Not EIA development
17/00487/REM	Reserved matters application for the erection of a 3-bed dwelling with associated access	Permitted
15/00117/OUT	Outline application for the erection of a single 3-bed dwelling with associated access. <i>This site is located adjacent to No.1 Ingleborough View and existing sub-station and is adjacent to the proposed site.</i>	Permitted
14/01030/FUL	Erection of 9 dwellings and associated access <i>This site is located opposite Ingleborough View and is currently under construction. This was permitted with contributions towards affordable housing and off-site public open space.</i>	Permitted

4.0 Consultation Responses

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

Consultee	Response
Parish Council	No objections but noted concerns in relation to the location of the access, increase in traffic and the lack of footway to Lunesdale Court, commenting the scheme is inferior to the previously refused scheme.
County Highways	No objection - subject to off-site highway works comprising a scheme for reducing traffic speeds over the humpback bridge. Such would include the introduction of a 1.5m footway between the site access and Station Court (over the bridge), protective restraint barriers and associated white lining/signing. Conditions are recommended to secure the proposed access and visibility splays, footways along the site frontage and a construction management plan. As an aside LCC Highways are of the opinion that the development would not constitute sustainable development as it poorly relates to key services and would not reduce the reliance of the private car.
AONB Partnership	Objection - the proposal constitutes major development in the AONB (paragraph 116 of the NPPF). Concerns largely relate to the proposed development being sited on elevated land producing significant landscape and visual effects within the local landscape, commenting that the landscape mitigation will not significantly reduce the visual and landscape effects even after 10 years.
Lead Local Flood Authority	No comments received at the time of compiling this report. If comments are received a verbal update will be provided.
Environmental Health Service	No comments received at the time of compiling this report. If comments are received a verbal update will be provided.
Natural England	No comments received at the time of compiling this report. If comments are received a verbal update will be provided.
Tree Protection Officer	No objections to the amended proposals, subject to confirmation over the impacts of the proposed access and off-site works which may require a further update. Noted that the local planning authority has requested a revised Landscape Plan.
United Utilities	No objections subject to the development being carried out in accordance with the Flood Risk Assessment, in particular no surface water to connect to the foul drainage system. They also advise that a 6m easement is required due to the presence of the public sewer. <i>NB: Such is capable of being addressed at the reserved matters stage when the precise layout is under consideration.</i>
Education Authority	No objections subject to a contribution to secure 2 primary school places (£28,434.62) at either Hornby Primary School or Wray. At the time of the Education Authority assessing the scheme there was no requirement for secondary places but this is subject to pending planning applications which could result in a shortfall. In this event, a contribution for a maximum of 1 place could be required (£21,423.27).
Conservation Officer	No objections subject to the development being limited to 2-storeys high and a traditional palette of materials to ensure the proposal would not adversely affect the setting of the nearby conservation area.
Lancs Archaeology Advisory Service	No objections and no requirements for further archaeological investigation.
Public Realm Officer	No objections - amenity space should be provided on site. The areas indicated on the illustrative plan do not provide a satisfactory form of amenity space. Alternatively if the link to the existing Station Court public open space is provided, an off-site contribution towards this could be more beneficial. In terms of other off-site contributions, contributions towards the existing village play area and towards outdoor sports/young people facilities within the village are required.
Property Services	No objections - comments that the pedestrian access to the north of the site goes across City Council land there is no agreement for this. Property Services advise that the area to the rear of Station Court is licenced to the Parish Council to maintain for informal recreation and amenity purposes so consultation will be required with them.
Coal Authority	No consultation required with the Coal Authority as the site lies outside a High Risk Area.
Fire Safety Officer	No objections - advice provided in relation to building regulations.

Cadent Gas	No objections but comments and advice provided indicating that there are low and medium pressure gas pipes in the vicinity of the site (along Station Road).
Electricity North West	No comments received at the time of compiling this report. If comments are received a verbal update will be provided.

5.0 Neighbour Representations

5.1 At the time of compiling this report 11 letters of objections have been received. A summary of the main reasons for opposition are as follows:

- Residential amenity concerns, including loss of light, overshadowing, overlooking and loss of privacy due to the elevated position and close proximity of the development; increased noise and disturbance to a quiet peaceful area and impact on wellbeing; and the provision of trees and landscaping will not hide the development – instead adversely affect neighbouring outlook;
- Highway concerns, including dangerous access given proximity to the blind humpback bridge and traffic not adhering to the 20mph limit imposed in the area; and increased traffic and on-street parking on Ingleborough View.
- Landscape concerns, including detriment to the natural beauty of the AONB;
- Lack of evidence for the need for more housing, given other proposals permitted and pending; also the site is not identified for development in the emerging Local Plan;
- Concerns over pedestrian connections to the village;
- A further 11 dwellings would alter the character and fabric of the village;
- Approval would set an undesirable precedent for more development;
- The proposal is not sustainable; and,
- Concerns over flood risk.

1 letter of support has been received, but commenting the omission of the pedestrian link to Lunesdale Court is very disappointing. A further letter received raising no objection in principle but considered the early scheme safer and carried greater public benefit with the provision of the pedestrian footway to Lunesdale Court.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

Paragraphs 7, 12, 14 and 17 - Sustainable Development and Core Principles
 Paragraph 32, 34, 35 and 38 - Access and Transport
 Paragraphs 47, 49, 50 and 55 - Delivering Housing
 Paragraphs 56, 58, 60, 61 and 64 – Requiring Good Design
 Paragraphs 69,70, 72 and 73 – Promoting Healthy Communities
 Paragraph 103 – Flooding
 Paragraphs 109, 115,116, 117,118 – Conserving the Natural Environment
 Paragraph 120 – Risks from Pollution (contamination)
 Paragraph 123 - Public health and noise considerations
 Paragraphs 128-134 – Conserving and Enhancing the Historic Environment
 Paragraphs 142 and 144 – Facilitating the sustainable use of minerals
 Paragraphs 186, 187, 196, 197, 203-206 – Decision-taking

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination.

If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 Lancaster District Core Strategy

SC1 – Sustainable Development
SC4 – Meeting the District's Housing Requirements
SC5 – Achieving Quality in Design
SC8 – Recreation and Open Space
E1 – Environmental Capital
E2 – Transportation Measures

6.4 Lancaster District Local Plan (Saved Policies)

E3 – Development Affecting Areas of Outstanding Natural Beauty
E4 – Development within the Countryside

6.5 Development Management DPD

DM20 – Enhancing Accessibility and Transport Linkages
DM21 – Walking and Cycling
DM22 – Vehicle Parking Provision
DM26 – Open Space, Sports and Recreational Facilities
DM27 – Protection and Enhancement of Biodiversity
DM28 – Development and Landscape Impact
DM29 – Protection of Trees, Hedgerows and Woodland
DM32 – The Setting of Designated Heritage Assets
DM34 – Archaeology
DM35 – Key Design Principles
DM38 – Development and Flood Risk
DM39 – Surface Water Run-off and Sustainable Drainage
DM41 – New Residential dwellings
DM42 – Managing Rural Housing Growth
DM48 – Community Infrastructure

6.6 Joint Lancashire Minerals and Waste Local Plan

M2 – Safeguarding Mineral Sites

6.7 Other Considerations

- National Planning Policy Guidance
- Meeting Housing Needs Supplementary Planning Document (SPD) (February 2013)
- Five Year Housing Land Supply Position (Lancaster City Council, October 2017)
- Forest of Bowland AONB Management Plan
- Forest of Bowland AONB Landscape Character Assessment
- Lancashire Landscape Strategy including Lancaster Character Assessment
- Guidance Note on Policy M2 – Safeguarding Minerals, December 2014
- Section 85 of the Countryside and Rights of Way Act 2000
- Provision of Electric Vehicle Charging Points for New Development Planning Advisory Note (February 2016)

- Open Space Provision in New Residential Development Planning Advisory Note (October 2015)
- Lancashire County Council Infrastructure and Planning Annex 2 Education (November 2017)

7.0 Comment and Analysis

7.1 The application raises the following key issues:

1. Principle of Development
2. Highways and accessibility considerations
3. Impact on the AONB and Countryside Area
4. Drainage
5. Residential amenity
6. Ecological impacts
7. Mineral safeguarding
8. Historic environment
9. Public Open Space

7.2 Principle of Development

The Development Plan for the area comprises those policies of the Lancaster District Core Strategy (CS) and the more recently adopted Development Management Development Plan Document (DM DPD). It also includes some saved policies of the Lancaster District Local Plan. The overarching spatial strategy for the District is to support housing growth in the most sustainable locations focusing in the main urban areas of the district and key rural settlements. Hornby is identified in the Development Plan (DM42) as a sustainable rural settlement where in principle growth can be supported. The site is located towards the southern end of the village, slightly divorced from the village centre by the former railway line and road bridge. Nevertheless, it is located in an area where there is existing development. The site is located to the rear of a row of existing residential properties and employment and residential development bound the site to the north too. New residential development has also been permitted (under construction) opposite the proposed access and to the east side of Station Road. Key services within the village are within reasonable walking/cycling distances and access to local bus services can be made direct from Station Road. Overall, the location of the site for housing is judged to be acceptable. There is, however, a lack of a safe and continuous footway between the existing (and proposed) development around Ingleborough View and the core of the village which is a disadvantage to the site location. This will be discussed later in the report.

7.3 The NPPF requires local planning authorities to significantly boost the supply of housing and to ensure full and objectively assessed needs for both market and affordable housing are met. Housing applications must therefore be considered in the context of the presumption in favour of sustainable development, triggering the engagement of paragraph 14 of the NPPF. The City Council cannot currently demonstrate a 5-year housing land supply, and notwithstanding the actual application of paragraph 14, this proposal will positively contribute to the shortfall of housing in the district. In terms of more localised needs, the Council's Meeting Housing Needs SPD (informed by evidence from the District's Housing Needs Survey), indicates that the market housing needs for Hornby are predominately 2 and 3-bed properties. The affordable housing needs are also 2-bedroom properties. In terms of affordable housing provision, the applicant proposes 4 affordable units which is equivalent to 36.6% based on 11 units. Because the number and housing mix is indicative at this stage, if the proposal is supported it would be necessary to secure the provision of policy compliant affordable housing via legal agreement. The applicant is agreeable to this.

7.4 Overall, the application demonstrates that the proposal would positively contribute to meeting the local market and affordable housing needs in accordance with DM DPD Policies DM41 and DM42 and the Meeting Housing Needs SPD. This is considered a significant economic and social benefit to the scheme. In recognising this, it is also accepted that the provision of new housing in identified sustainable settlements can also help maintain and enhance local services, thereby benefiting the wider local community. New development during construction can also support the local economy through, for example the creation of jobs/supply chains for materials. These benefits will need to be considered in the overall planning balance.

7.5 Highway and accessibility considerations

A new vehicular access is proposed onto Station Road adjacent to the substation approximately 30m from the base of the humpback bridge. The location of the access is in the same position as that approved under application 15/00117/OUT. The access arrangement has been designed in accordance with Lancashire County Councils' Civilised Streets guidance with a 5.5m wider access, 2m footways into the site and a 4m corner radii to both sites. Visibility splays of 2.4 by 43m are proposed in both directions having regard to speed survey data, with observed speeds for 85% of drivers recorded as 28mph – over the 20mph speed limit in this part of the village. Based on the speed survey the minimum visibility from the access would be 39m in both directions. Subsequently, the proposed visibility splays have been designed above recommended design speed guidance. County Highways are satisfied with the design of the access and its location, subject to a range of off-site highway works designed to reduce vehicles speeds across the bridge to ensure the access is safe given its close proximity to the blind humpback bridge. The off-site highway works include the laying of appropriate thermoplastic linking and signed to show the road narrows over the bridge and the formation a footway with raised kerb to the east side of the carriageway. This would include the requirement of a restraint barrier at the back of the pavement on the east side of the carriageway due to the level differences between the road and the site.

7.6 The intensification of the use of the approved access to serve the proposed 11 dwellings is considered acceptable, as is the increase in vehicle movements on the wider, local highway network. In terms of the internal layout, this is not a matter for consideration at this stage. However, there is sufficient space within the site for parking and turning facilities to be provided and to be designed to meet adoptable standards. In the interests of highway safety, it would be necessary to ensure the proposed access is provided to base course level and to adoptable standards before the construction of the remaining part of the development, so as to ensure that the highway can operate safely during the construction period.

7.7 Turning to accessibility. The main constraint here is the absence of a safe pedestrian walking route between the development site (and other development located to the south of the bridge) towards the village. The proposed development illustrates on the indicative site plan three pedestrian footpath links. These include the footways designed as part of the proposed vehicular access; a footpath link via the field access track between Low barn and 8 Ingleborough View (in the applicants ownership), and; a link crossing the watercourse to the northern boundary providing access to the public open space and Station Court (this latter link is included in the red edge).

7.8 The pedestrian links to Station Road are supported and provide access to the local bus services that operate in this location. Such can be agreed as part of the reserved matters application once the precise layout of the development is known. These links, however, don't resolve safe walking facilities between the site and the village. To address this the application includes the provision of a link across Mears Beck on to land designated as open space. The red edge then extends up to the adopted part of the highway on Station Court to ensure a safe pedestrian route can be delivered towards the village. Part of the route is in the ownership of the housing association managing properties at Station Court. Deliverability is questionable due to different land interests and the requirement for private negotiations. However, based on no strong objections from these third parties, it is considered that it is not unrealistic to impose a Grampian condition for its delivery if deemed necessary.

7.9 The Highway Authority's request for a scheme for off-site highway works along Station Road – incorporating a 1.5m wide footway over the bridge along Station Road to Station Way/Court – has been agreed by the applicant and an indicative off-site highway plan is being produced for further consideration. This alternative arrangement would provide a safe pedestrian route between the development and the village and would be deliverable within the adopted highway. This would negate the need for a route through the existing open space to the rear of Station Court bringing wider community benefits to residents located to the south side of the humpback bridge. Such weighs in favour of the proposal.

7.10 In summary, the scheme is considered compliant with DM20 and DM21 of the DM DPD and section 4 of the NPPF which seeks to promote sustainable travel and ensure development can provide safe and suitable access for all. There are no highway objections to the proposal subject to the imposition of conditions securing the provision of the access and the associated off-site highway works.

7.11 Impact on the AONB and Countryside Area

The proposed development is located within the Forest of Bowland AONB. Paragraph 115 of the NPPF states that “...*great weight should be given to conserving landscapes and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scene beauty*”. Paragraph 116 goes on to state that “...*planning permission should be refused for major development in these designated landscapes except in exceptional circumstances and where it can be demonstrated they are in the public interest*”. This national policy position is enshrined in the Local Plan policy DM28. Specifically, policy DM28 states that “...*proposals which would have a significant adverse effect upon the character of the landscape or which would harm the landscape quality will not be permitted*”. Saved policy E3 echoes this and clearly states that development which would have a significant adverse effect upon the character and quality of the landscape will not be permitted.

- 7.12 The application has been submitted with a Landscape and Visual Impact Assessment (LVIA). This LVIA is a copy of the early report based on the refused scheme. Notwithstanding this, Officers have assessed the current proposal based on the relevant information within the submitted LVIA, having regard to relevant landscape policy, guidance and management plans and to Section 85 of the Countryside and Rights of Way Act 2000. This places a statutory duty on the local planning authority when assessing and determining a planning application within the AONB, to have regard to the purposes of conserving and enhancing the natural beauty of the AONB.
- 7.13 The FoB AONB Landscape Character Assessment characterises the application site and its landscape within the Lune Landscape Character Area (LCA) and Valley Floodplain Landscape Character Type (LCT). The landscape is characterised as flat, wide floodplains of the River Lune surrounding by rolling drumlins and hills. The overall visual sensitivity within the Valley Floodplain LCT is considered to be high, as a result of the generally strong indivisibility with surrounding higher LCTs and the strong sense of openness within views along the valleys. Features include a strong cultural pattern of hedgerows and stone walls which delineate field boundaries and contribute to high cultural sensitivity. As a result of these factors, this LCT is considered to have limited capacity to accommodate change without compromising its key characteristics. Wennington Road and land beyond to the south, in the vicinity of the application site, is defined within the FoB AONB Landscape Character Assessment as Caton LCA and Undulating Lowland Farmland and Wooded Brooked LCT. The key characteristics of this LCT relates to the patchwork of pasture field and wooded troughs and gorges; a network of hedgerows and stone walls that delineate field boundaries, and; scattered cottages and clustered villages.
- 7.14 The FoB Management Plan sets out that all development is expected to conform to a very high standard of design, to be in keeping with local distinctiveness and should conserve and enhance the AONB’s natural beauty. DM DPD Policy DM28 and saved policy E3 echo such requirements.
- 7.15 The first step in the assessment of this proposal is whether the proposal should be judged ‘major’ in the context of paragraph 116 of the NPPF. The NPPG states that whether proposed developments within these designated sites should be judged ‘major’ will be a matter for the relevant decision taker, taking into account the proposal in question and the local context. The NPPF is clear that great weight should be given to conserving landscape and scenic beauty in these designated areas irrespective of whether the policy in paragraph 116 is applicable. Case law is beginning to assist in the assessment of whether a proposal is regarded ‘major’ or not. It is clearly not based on a prescribed set of criteria, nor the definition of ‘major’ for the purposes of the Development Management Procedure Order, or if it requires EIA. It is a matter of a planning judgement for the decision maker in light of all circumstances and the context of the site.
- 7.16 In this case having regard to the scale and amount of development proposed, the landscape assessment and localised site constraints, Officers are satisfied that the scheme would *not* constitute ‘major’ development in its ordinary meaning. This is contrary to the interpretation of ‘major’ set out in the FoB AONB Officer’s comments. However, this does not diminish the great weight that should still be afforded to the protection of the AONB designation, nor does it alter the statutory purpose of the AONB designation which is to conserve and enhance the natural beauty of the area.

- 7.17 The previous application was refused on landscape grounds on the basis of the access arrangements and the elevated nature of the proposal on the eastern edge of the existing shallow drumlin. This amended proposal has removed what was a significant concern previously through the relocation of the proposed access to Station Road. However, the proposed development remains elevated from Ingleborough View on the east side of the existing drumlin. This amended scheme has reduced the extent of the application site pulling it down the east side of the drumlin so as not as elevated as it was previously. This mainly affects the location of the landscaping rather than the developable areas of the scheme.
- 7.18 The development will result in a localised landscape impact especially in views towards the site from the west where the roofscape of the development would protrude above the crest of the drumlin across its entire north-south axis. The provision of landscaping is unlikely to mitigate these localised impacts in the short term. However, it is accepted that the development would not remove the existing landscape feature (drumlin) within these particular views and will be viewed against the backdrop of existing development. In addition, as part of negotiations on this scheme, the applicant has accepted that the scale of development will be limited to two-storey to the rear of properties on Ingleborough view and limited to single storey (bungalows) at the northern part of the site. The applicant is also seeking to revise the landscaping to form woodland planting to the far northern and southern sections of the western boundary to better frame the drumlin feature and create new woodland areas towards the trough of the adjacent watercourse. This combined with a new hedgerow along the entire western boundary would reflect the wooded troughs and network of hedgerows that define some of the key characteristics of the LCT. This, coupled with a high quality designed scheme and the traditional use of materials (assessed at reserve matters stage) would go a long way to mitigate the impacts of the development, in our opinion, resulting no more than *moderate* landscape effects.
- 7.19 In terms of the visual effects, it is inevitable that the greatest level of effect judged to be *substantial* will be experienced by residents living immediate adjacent to the site. However, the visual effects in wider views are no more than *slight* given intervening screening from landscaping features landscaping and the exiting built environment. These localised impacts weigh against the proposal, but overall the visual effects of the development in the context of the wider AONB, cannot be judged to be unacceptable.
- 7.20 On balance and subject to conditions limiting the scale of the development and amendments to the structural planting, the proposed development overall is not judged to significantly adversely the quality and natural beauty of the AONB or countryside area. The proposal is considered compliant with policy DM28 of the DM DPD, saved policy E3 and E4 of the Saved Local Plan.
- 7.21 Impact on Trees and Landscaping
- An updated Arboricultural Implications Assessment has been submitted with the application. On the whole the proposal seeks to retain and protect the majority of trees and hedgerows. This is a significant amendment to the refused scheme where the southern field boundary hedgerow along Wennington Road was to be removed to provide the access and translocated behind extensive sightlines. As part of this current scheme the only area where there potential impacts relates to the north eastern corner of the site the proposed access is now proposed off Station Road.
- 7.22 There is a roadside hedge along the north eastern boundary between the proposed access and the bridge which is indicated in the current submission to be retained. Given the access visibility requirements and the required off-site highway works the prospects of this short section of hedgerow realistically being retained has been questioned. A verbal update will be provided. If the hedgerow is to be removed, replanting of a new hedgerow will be required and could be secured through an updated landscaping plan. The loss of the existing hedgerow would not lead to significant impacts and is capable of being mitigated against.
- 7.23 Landscaping is a matter to be considered as part of this outline proposal. A Landscape Plan has been provided and is based on the indicative layout submitted. As layout is not a consideration at this stage, it is proposed that only the landscaping proposed around the perimeter of the site is of significance at this stage. The proposed landscaping around the individual plot enclosures is acceptable in principle (i.e. common hawthorn/beech hedgerows), should their locations change to accommodate a suitable layout this would not present a significant constraint to the development.

7.24 The more structural planting is proposed along the western boundary comprises a native hedgerow to separate the development site from the remaining part of the field, and tree planting. The proposed hedgerow planting is extensive and will provide significant biodiversity benefits, as well as helping to soften the development within the landscape. The species of tree planting is also judged acceptable, however, officers are negotiating an alternative planting layout in order to better reflect the local landscape characteristics. Rather than forming a uniform belt of trees along the western boundary, which is not typical across a small drumlin, officers are seeking to replicate the planting into two woodland clusters to the north and south of the western boundary. Subject to an amended landscape plan, the proposed development is considered compliant with policy DM29 of the DM DPD. The Council's Tree Officer has raised no objections to the development.

7.25 Drainage and Flood Risk

The application has been accompanied with a Flood Risk Assessment and Drainage Strategy. The site lies within flood zone 1 which is identified as land at the lowest risk of flooding. Development within flood zone 1 accords with the sequential approach to locating development in the areas of lowest risk of flooding. The submitted drainage report confirms that currently the site naturally drains to Mears Beck at an uncontrolled rate. The proposed development would increase impermeable ground within the site and therefore has the potential to increase the speed and level of surface water entering the beck. In the event infiltration options are ruled out, it would be possible to control the surface water discharge to the watercourse to an agreed greenfield rate through appropriate engineering solutions on site. Despite local objections to the contrary, it is reasonable to deal with the drainage matters by planning condition requiring a detailed drainage strategy (based on sustainable drainage principles) before the commencement of development. The Lead Local Flood Authority have not yet provided comments on this application, however based on their previous response (17/00170/OUT) which confirmed no objections subject to condition, it is contended that there are no flood risk grounds to resist the development. Policy DM39 recognises that appropriate conditions and/or legal agreement securing the implementation of sustainable urban drainage systems (SuDS) and appropriate management/maintenance measures is a reasonable approach.

7.26 Residential Amenity

Policy DM35 relates to key design principles and requires new development not to have significant detrimental impact to the amenity of existing and future residents in relation to overshadowing, visual amenity, privacy, overlooking and pollution. The details provided on the indicative plan illustrate a very low density development and despite the site being slightly elevated from properties backing the site, adequate separation distances are capable of being achieved to accommodate up to 11 residential units.

7.27 The existing site levels in the location of the indicative plots 9-11 are quite steep and there would be concerns over the ability to provide useable gardens in this location given the sloping nature of the site. In the event of an approval, any subsequent reserved matters application would need to address this without introducing features which would exacerbate the visual and landscape impacts, such as terracing with large retaining features/boundary fences. At this outline stage, there are no grounds to resist the application in relation to residential amenity. Landscaping proposed between the development and the existing properties comprise hedgerows opposed to tree planting. Such landscaping will not impact upon existing residential amenity.

7.28 There have been objections raised in relation to further development around Station Road leading to an increase in noise and disturbance. Whilst the provision of an additional 11 units in this area would result in increased domestic activity, given the small-scale nature of the development such activity is not considered likely to lead to significant adverse impacts on the health and quality of life. It is also acknowledged that the site is positioned relatively close to an existing employment area. However, given the degree of separation from this employment area and the proposed landscaping, significant adverse effects are not considered likely.

7.29 Ecological Impacts

An ecological appraisal has been submitted in support of the application. The site is dominated by species-poor improved agricultural grassland of limited ecological value, and overall the site has

very limited potential to support any specially protected or priority species. Mitigation in relation to specific species has been set out in the submitted report, together with recommendations to retain hedgerow/trees and where this is not possible offer compensatory planting and habitat enhancement, such as the incorporation of SuDS and wetland habitat and additional landscaping. The landscaping details are provided in full and would appear to provide some of the recommended mitigation. This level of mitigation is considered acceptable to prevent any harm to protected species and would provide opportunities for biodiversity enhancement. In this regard the proposal is considered acceptable and complies with the relevant national and local ecology/biodiversity planning policy. Species-specific mitigation is set out in the submitted appraisal which would need to be secured by condition.

7.30 Mineral Safeguarding

The application site (and surrounding land) is located within a Mineral Safeguarding Area under Lancashire's Waste and Minerals Local Plan. Policy M2 of the Waste and Minerals Plan states that planning permission will not be supported for any form of development that is incompatible by reason of scale, proximity and permanence with working the minerals. The policy sets out circumstances where the Local Planning Authority may accept incompatible development, for example where there is an overriding need for the incompatible development that outweighs the need to avoid mineral sterilisation. It requires proposals for development other than non-mineral extraction, to demonstrate that they will not sterilise the resource or that consideration has been given to prior extraction, on site constraints and the need for the proposed development. The NPPF states that local planning authorities should not normally permit other development proposals in mineral safeguarding areas where they might constrain potential future use for these purposes.

7.31 The application has given limited consideration of Minerals Extraction or the implications of developing the site with a mineral safeguarding area. However, Officers have had regard to policy M2 and the relevant guidance and conclude that given the topography of the site; its position in relation to surrounding land also allocated for mineral safeguarding which is dissected by rural roads and scattered development; its sensitive location within the FoB AONB, and; the proximity of the site to residential property, that the application site is highly unlikely to attract significant commercial interest in the land for mineral extraction. This designation is not considered a constraint to the development of the site.

7.32 Historic Environment

The application has been supported by a Heritage Statement, a Geophysical Survey and Archaeological Evaluation. This accords with the requirements of paragraph 128 of the NPPF. The site is located outside the conservation area with no listed buildings affected by the proposal. The Conservation Officer has raised no objections provided the development is limited to two storeys high and a traditional palette of materials is used to ensure the proposal would not adversely affect the setting of the nearby conservation area. The former can be secured by condition. The latter is a matter to be considered at the reserved matters stage.

7.33 Having now undertaken appropriate assessment and evaluation of the potential for archaeological interest, the applicant has sufficiently demonstrated that the principle of developing the site would not impact significant archaeological interests. Lancashire Archaeology Advisory Service (LAAS) have raised no objections to the proposal and are satisfied no further archaeological investigation would be required. The proposal does not therefore conflict with national or local heritage policy.

7.34 Public Open Space

Open space within development sites and settlements are recognised as valuable environmental and social assets which would be provided and enhanced where there are recognised deficiencies. Due to the scale of the development and in accordance with DM26 and the associated planning advisory document, the development should provide amenity space on site and provide off-site contributions towards any areas where there is recognised deficiency in order to mitigate the impacts of the development on existing open space infrastructure. In this case, the Council's Public Realm Officer has indicated that the bridge link to the existing open space to the rear of Station Court and a contribution towards its upgrade could offer greater community benefit than amenity space on site. This, in addition to a contribution towards improvements to the existing play area and scope to support the provision of a 5-a-side football area within the village would provide

significant community benefits. As the proposal is in outline form, the final figures would need to be secured at the reserved matters stage.

8.0 Planning Obligations

8.1 To ensure the proposal secures the necessary infrastructure to mitigate the impacts of the development and the development contributes to the supply of affordable housing in accordance with planning policy, the following requirements must be secured by legal agreement:

- Contribution towards school places with the final calculation to be agreed at the reserved matters stage;
- Contribution towards off-site public open space, specifically upgrades towards the public open space to the rear of Station Court and upgrades towards the village play area/provision of 5-a-side football, with the final calculation and the proportioning of the contribution to be agreed at the reserved matters stage.
- Provision of affordable housing complaint with Development Plan policy (up to 40% and no less than 30%) with the precise scheme to be agreed at reserved matter stage; and,
- In addition to the above, the s106 must secure the setting up of a site management company to secure the long term management and maintenance of any landscaping, open space, un-adopted roads, pedestrian links and drainage systems within the site.

8.2 Some of the proposed landscaping is located outline the red edge boundary of the site but within the blue edge. The structural planning to the western boundary is considered an important component of the proposal and therefore to secure its long terms protection, the s106 should identify this land as a 'landscaping buffer' to be retained as such at all times.

9.0 Planning Balance and Conclusion

9.1 The NPPF places significant weight on the delivery of housing (paragraph 14, 47 and 49). It equally stresses that great weight shall be afforded to the protection of designated landscapes (paragraphs 14, 17, 115, 116). This is emphasised at paragraph 14 where the presumption in favour of sustainable development would not apply if specific policies in the Framework indicate development should be restricted (footnote 9, NPPF includes AONBs).

9.2 The proposal is a significant improvement to the previously refused scheme and despite moderate localised landscape effects and substantial localised visual effects arising from the development, the scheme is not considered to have a significant adverse effect upon the character and natural beauty of the AONB, subject to the provision of landscaping and limitations to the scale of development. Therefore the proposal does not conflict with national and local landscape policy.

9.3 The principle of residential development in Hornby is supported by Policy DM42 where development is well-related to the existing built form of the settlement; proportionate in scale and character; is located where the environment and infrastructure can accommodate the impacts of expansion and conserves and enhances the quality of the landscape. The development is not disproportionate given the scale of the existing settlement and its' immediate surroundings, with the access now taken (unlike the refused scheme) from an existing residential street. The scheme is now considered well-related to the existing built environment. The development would not adversely affect the safe and efficient operation of the highway and is served by an acceptable access arrangement, provided off-site highway works are secured by condition to reduce vehicle speeds over the bridge. Such works now provide an opportunity to create a formal footway along the carriageway linking development to the south side of the humpback bridge to the services and facilities in the village, bringing notable local benefits. The applicant has demonstrated that the site can sufficiently accommodate up to 11 dwellings without causing significant adverse effects on neighbouring residential amenity and that the development can be designed to ensure there is no risk to flooding on or off site. The scheme also provides opportunities for biodiversity enhancement through the proposal landscaping proposals and other species-specific mitigation which would be secured by condition. The applicant also agrees to the provision of education and public open space contributions to mitigate the impacts of the development on such infrastructure. The provision of the footway and contributions towards open space and education weigh in favour of the proposal. In addition the proposal will make a positive contribution to the supply of market and affordable housing

at a time when the district currently has an undersupply. Overall and on balance, the proposal development is considered compliant with the Development Plan.

- 9.4 Based on the above, it is recommended that the current proposal can be supported in accordance with the first bullet point of paragraph 14 of the NPPF.

Recommendation

That Outline Planning Permission **BE GRANTED** subject to a legal agreement securing the measures set out in Section 8.0 of this report and the following conditions:

1. Standard Time limit
 2. Development in accordance with location plan and access drawing
 3. Restriction of development to no more than 2 storeys along the rear of Ingleborough View and any development in the locations indicatively shown to show plots 9-11 restricted to bungalows.
 4. Access as indicted on approved drawing to be provided to base course level to adoptable standards before construction of the development (except for the access) and completed in full before final occupation or completion of the development whichever occurs first
- Pre-commencement**
5. Surface water drainage scheme to be submitted and agreed
 6. Foul drainage scheme to be agreed
 7. Precise scheme for off-site highways to be submitted and agreed based on illustrative proposals set out on off-site highway works plan (TBC) and the works to be completed before fist occupation of the development
 8. Notwithstanding the details submitted, a Tree Protection Plan and Method Statement to be submitted and agreed and implemented before construction of development
 9. Detailed scheme for the provision of a pedestrian link to the neighbouring public open space to be submitted and agreed with full implementation before first occupation
 10. FFLs and external levels of gardens, roads, open space to be submitted and agreed.
 11. Precise scheme for ecology mitigation and biodiversity enhancement based on recommendation set out in the submitted Ecology Appraisal
- Pre-construction**
12. Provision of electric charging points
- Pre-occupation**
13. Details of management and maintenance of on-site surface water drainage scheme
- Control**
14. Development to be carried out in accordance with the updated Arboricultural Implications Assessment (TBC)
 15. Approved landscaping plan and strategy to be implemented in full (TBC)
 16. Development to be carried out in accordance with the recommendation set out in the Desk Stop Study (Watching brief and unforeseen contamination).

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

In accordance with the above legislation, the City Council can confirm that it has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the agent to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None

Agenda Item A8	Committee Date 5 February 2018	Application Number 17/01307/FUL
Application Site Hillside Farm Lancaster Road Heaton With Oxcliffe Morecambe		Proposal Demolition of existing agricultural buildings/farm, erection of food production facility with associated landscaping, alterations to existing access, construction of a new internal road, erection of a detached farm building and creation of a pond
Name of Applicant Mrs J C Altham & Sons (Morecambe)		Name of Agent Harrison Pitt Architects
Decision Target Date 26 January 2018		Reason For Delay Committee Cycle
Case Officer		Mr Mark Potts
Departure		No
Summary of Recommendation		Approval (Subject to the applicant entering into a legal agreement concerning the provision of a shuttle bus)

1.0 The Site and its Surroundings

- 1.1 The application site is located 3.6km to the east of Heysham Power Station just to the south of the A683. The site is made up of a former farm house (which is currently being lived in) and a series of agricultural outbuildings (a total of 7). To the north west of the site lies some existing screening in the form of trees and hedgerows and then the A683 and to the east, south and west lie open agricultural fields. There are hedgerows that run through the western part of the site. The site is relatively level though there is a shallow fall to the east and west of the existing farmhouse. Access to the site is taken from the A683 via the existing access to Hillside Farm.
- 1.2 The site is relatively unconstrained but does fall within the District's Countryside Area. The site does not lie within a protected landscape or a designated ecological designation although the site is located 720m to the east of the Morecambe Bay Ramsar, Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest.

2.0 The Proposal

- 2.1 The applicant proposes the demolition of the existing farmhouse and associated redundant farm buildings to create a new purpose built building to be used as a meat production facility, with associated amended access provision, internal access arrangement, new drainage system and a new barn. The maximum ridge height of the food production facility would be 14.5 metres above existing ground levels and would measure 76m in length and 50 metres in depth. The building would be mostly Yorkshire boarding (larch) with a kingspan trapezoidal roof panel in goosewing grey. The building would be over two floors. The ground floor would comprise predominately of chillers and freezers, but would also accommodate a butchery room and associated smaller rooms, such as gammon, sausage and burger rooms. On the first floor there would be a packaging store, offices, meeting rooms and a canteen. In total the scheme provides for 5,107m² of new commercial floorspace and the total proposed developed area is in the region of 1 hectare.

- 2.2 A new barn measuring 22 metres x 25 metres x 7.8 metres to the ridge is also proposed. As with the main building it is proposed to be constructed in Yorkshire boarding and a steel trapezoidal roof in goosewing grey. The barn would be utilised in connection with livestock production, and be located to the west of the applicant's proposed drainage pond. The drainage pond would connect into the existing culvert that crosses the site.
- 2.3 The scheme proposes a car park providing 34 car parking spaces, 5 visitor spaces, 2 disabled spaces and 7 HGV spaces is also proposed. The existing access onto the A683 would be upgraded to facilitate the development and the only means of access would be via the A683.

3.0 Site History

- 3.1 The site history is set out below:

Application Number	Proposal	Decision
16/00169/FUL	Demolition of existing agricultural buildings/farm house, erection of a food production facility with associated landscaping, alterations to existing access, construction of a new internal road, erection of a detached agricultural building and creation of a pond	Refused
15/00992/PRETWO	Demolition of existing farm buildings and conversion of existing farmhouse and construction of new building	Advice Provided
16/00184/EIR	Screening request for the erection of a food production facility	EIA not required

4.0 Consultation Responses

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

Consultee	Response
County Highways	No objection subject to conditions: Construction Management Plan; Details of the access to be agreed; Off-site highway improvements (Visibility splays of 4.5m x 295m, upgrading and review of street lighting requirements, and new road markings on the A683); Travel Plan submission; and Running of the employee service bus.
Dynamo	Object to the development given the unsustainable location of the development.
Parish Council	No observations received within the statutory timescales
Environmental Health	No observations received within the statutory timescales
Engineering Team	No observations received within the statutory timescales
Lead Local Flood Authority	No observations received within the statutory timescales
Planning Policy	No objection recommends that the principle of the development can be found acceptable based on the proposed use and the specific business requirements of the proposal.
Natural England	No objection.
RSPB	No observations received within the statutory timescales
Tree Protection Officer	No objection assuming the approved planting scheme is implemented in the first planting season following completion of the development and that the development is undertaken in accordance with the submitted AIA.
United Utilities	No objection - Recommends a condition ensuring that the site is drained in accordance with the Surface Water Drainage Design Drawing.
Lancashire Archaeological Advisory Service	No objection. Recommends that a building recording condition is imposed on any consent.

5.0 Neighbour Representations

5.1 The application has generated a single letter of objection concerned with drainage and also access concerns.

6.0 Principal National and Development Plan Policies**6.1 National Planning Policy Framework (NPPF)**

Paragraphs 7, 12, 14 and 17 – Sustainable Development and Core Principles
 Paragraph 32, 34, 35 and 38 – Access and Transport
 Paragraphs 47, 49, 50 and 55 – Delivering Housing
 Paragraphs 56, 58, 60, 61 and 64 – Requiring Good Design
 Paragraphs 69,70, 72 and 73 – Promoting Healthy Communities
 Paragraph 103 – Flooding
 Paragraphs 109, 115,116, 117,118 – Conserving the Natural Environment
 Paragraph 120 – Risks from Pollution (Contamination)
 Paragraph 123 – Public health and noise considerations
 Paragraphs 128-134 – Conserving and Enhancing the Historic Environment
 Paragraphs 186, 187, 196, 197, 203-206 – Decision-taking

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 Lancaster District Core Strategy

SC1 – Sustainable Development
 SC5 – Achieving Quality in Design

6.4 Lancaster District Local Plan (Saved policy)

E4 – Countryside Area

6.5 Development Management DPD

DM7 – Economic Development in Rural Areas

DM8 – The re-use and conversion of Rural Buildings
DM15 – Proposals Involving Employment Land and Premises
DM20 – Enhancing Accessibility and Transport Linkages
DM21 – Walking and Cycling (including Appendix B Car Parking Standards)
DM22 – Vehicle Parking Provision
DM27 – Protection and Enhancement of Biodiversity
DM28 – Development and Landscape Impact
DM29 – Protection of Trees, Hedgerows and Woodland
DM32 – The Setting of Designated Heritage Assets
DM34 – Archaeology
DM35 – Key Design Principles
DM38 – Development and Flood Risk
DM39 – Surface Water Run-off and Sustainable Drainage

7.0 Comment and Analysis

7.0.1 The main considerations with the application relate to the following;

- Principle of re-development to an industrial use;
- Drainage;
- Design;
- Highways;
- Ecology;
- Trees; and
- Landscape Impacts.

7.1 Principle of re-development to an industrial use

7.1.1 A very similar planning application was recommended for approval by officers. However this was refused by Planning Committee in July 2017 (application reference 16/00169/FUL). The reason for refusal is noted below;

'Due to the increased scale of the development within the site and the intensification of the site's use, the proposed development would generate a significant level of employment and associated vehicle movements. The site is located within the open countryside, removed from the built environment where sustainable travel patterns to minimise the need to travel, particularly by private car, are more difficult to achieve. Furthermore the proposal does not seek to contribute towards improvements of services and facilities which promote sustainable transport patterns and improve accessibility. Given the inaccessibility of the location by users other than drivers of motorised vehicles it is deemed that the site cannot be safely accessed by a range of transport modes. Therefore the site is considered to represent an unsustainable location for this form and scale of development, contrary to Policies DM8, DM15 and DM20 of the Development Management DPD'.

7.1.2 The scheme is in essence the same as that refused in so far as the built form of development goes. However, in order to address the reasons for refusal, this scheme has reduced the car parking provision from 54 car parking spaces down to 34, and the applicant has proposed a shuttle bus for staff working the daytime period (collecting staff in the morning and transporting them back during the afternoon/evening). The applicant has supplied a proposed shuttle bus route (Heysham via Morecambe) and it is expected that the shuttle bus could accommodate 14 employees and would be a permanent arrangement.

7.1.3 The application site is located with the Countryside Area (as allocated in the Lancaster District Local Plan), and the scheme proposes to demolish the existing farmhouse and redundant farm buildings which have a total floor area of 1670m² and replace this with a new building (to be used as a meat production facility) with a floor area of 5,107m² across two levels. The vast majority of the building would be used as a chiller and freezer with the main butchery room being in the region of 443m³. The main building would be over two floors with the majority of the second floor featuring a packaging store and offices.

- 7.1.4 Given the land allocation any scheme has to be sensitively designed and reflect the countryside setting. The new building would essentially utilise the footprint of the existing buildings on the site and the car park would be sited near to the location of the current farmhouse and then continue into the existing fields. A drainage pond and a further new barn would be constructed to south east of the car park on land that is currently fields.
- 7.1.5 Policy DM15 is relevant in the consideration of this application which does support the principle of land and buildings being brought back into use for economic purposes provided that access, landscape and visual amenity can be satisfactorily addressed, and that the proposal conforms to the general design requirements outlined in Policy DM35 of the Development Management DPD. Policy DM7 and DM8 of the Development Management DPD which concern economic development in rural areas and the re-use and conversion of rural buildings also have some relevance in the consideration of this planning application.
- 7.1.6 The application does seek to utilise an existing farm complex and therefore there is an element of the re-use of previously developed land, and this is to be supported. The car park would extend into what is currently agricultural land, and therefore there is some encroachment into the undeveloped open countryside. A meat production facility is an industrial use, and the applicant currently operates out of White Lund Industrial Estate. The intention is to relocate their facility to this proposed site. The applicants have considered potentially expanding operations at their current premises however this is not possible due to land adjacent to the existing facility not allowing for an efficient factory layout to be developed and the land was not available at a commercially attractive price.
- 7.1.7 Officers did have concerns regarding an industrial use located within the open countryside given there are a number of industrial estates within a few miles of the application site. The applicant was asked to demonstrate that the use of a farm could no longer be accommodated, and that they had considered other sites within the locale. The applicant submitted a sequential assessment in support of the scheme and examined available sites on White Lund Industrial Estate and also at the Heysham Business Park. A more detailed Sequential Assessment supports this planning application compared to what was previously submitted. The assessment highlights alternative sites within the urban area of the district and other allocated employment sites. It has been concluded by the applicant that the available sites are not of sufficient size, are leasehold rather than freehold or do not meet with the business requirements of the proposal, notably the farm to fork process which requires areas of open land to rear livestock. Officers consider the scope of the sequential test appear realistic and the reasons for discounting sites also appear reasonable, this is a view shared by the Councils Planning and Housing Policy Team. Through discussions with the agent it has transpired that the former farmer opted to retire, and the applicant has submitted a very brief marketing history document to demonstrate that the site received little interest when marketed and subsequently the fields associated with the original farm complex were sold. As a result the majority of the surrounding land was sold to the adjoining farmer in 2012 and remains in agricultural use.
- 7.1.8 Althams are a key local employer with many of their staff having worked for the company for a number of years. Officers are mindful of the encroachment of the parking into the Countryside Area however the applicant has since the last application, limited the extent of car parking and consider that the principle of the re-use of the site for the use as proposed can be found acceptable. It is considered that the development conforms to the aims of DM DPD Policies DM7 and DM15.
- 7.2 Drainage
- 7.2.1 The site lies within Flood Zone 1, and in accordance with the sustainable drainage hierarchy the applicant considered whether it was feasible to discharge surface water from the site to soakaways (by infiltration). Given ground conditions this indicated low infiltration rates and therefore the use of soakaways is not appropriate. It is now proposed that surface water would be collected and discharged to a retention pond to be constructed in the field forming the eastern portion of the site. It is proposed that there would be an attenuated discharge from the pond to the existing culverted watercourse running to the east of the site.
- 7.2.2 There is no mains drainage in the area, and therefore foul drainage would need to pass through a package treatment plant (details of which could be secured by planning condition) before discharging to the retention pond which would incorporate a planting/reed bed to provide the secondary level of treatment that is required.

7.2.3 With respect to the previous application no objection was received from the Lead Local Flood Authority (LLFA) however they recommended conditions requiring precise details as to how surface water will be managed on the site. It has to be assumed given there was no objection to the previous application from the LLFA and that the scheme does not propose any further impermeable surfaces, that from a drainage perspective the scheme is acceptable however conditions should be attached to any planning consent requiring detailed drainage designs and its on-going management and maintenance regime.

7.2.4 Concern from a third party has been raised with respect to potential damage to the main drain that crosses the site. There is a water main that crosses the access into the site and also an existing culverted watercourse and from plan it would not appear as though there would be any impact on current drainage arrangements.

7.3 Design

7.3.1 This is a new large building, with the south western elevation solely comprising of Yorkshire boarding and the south eastern aspect essentially the same but also containing some curtain walling and flat wall panelling. The north western elevation again is predominately made up of Yorkshire boarding but also incorporates elements of flat walled panelling. The principle elevation of the building would be the north eastern elevation and would feature flat wall panelling as the mainstay of the material choice. The building is functional for the needs of the business but it is not inspiring. As noted in the landscape section the south western elevation is a continuous mass of Yorkshire boarding at 76 metres in length and whilst elements are recessed it feels rather industrial, although not too dissimilar to large agricultural buildings (of which the building is proposing to replicate). It is the case that when travelling to Lancaster from Heysham you do have quite extensive views of the current main farm buildings, but it should be noted that the existing buildings are lower in height compared to the applicant's proposals. Design is subjective, however, it is considered that once weathered the timber boarding would soften and allow the development to harmonise into the landscape. Some landscaping is proposed along the south western boundary. Whilst this will not screen the development entirely it would help soften the appearance of the building over time and help reduce the impact. On balance it is considered that the development conforms to Policy DM35 of the Development Management DPD, though conditions should be attached to any grant of planning permission requesting that building materials are submitted for consideration together with landscaping details.

7.4 Highways

7.4.1 The site would have a single point of access from the A683 (Lancaster/Morecambe Bypass) and the application is supported by a detailed Transport Statement. The County Council as Highway Authority are supportive of the application on the basis that visibility splays of 4.5m x 295m in each direction are achieved, together with a review of the existing street lighting within the vicinity of the access together with the appropriate standard of highway carriageway marking. They also request the provision of a Travel Plan and to ensure that the shuttle bus is provided for by the applicant.

7.4.2 The scheme is in a relatively remote location just off the A683 and whilst the applicants are proposing cycle parking (24 spaces), in reality many of the employees will have no option but to travel to site by private transport (there is no bus service that passes the site and is removed from the nearest bus stop with no means of walking to the site). The scheme proposes 41 car parking spaces, 7 spaces for the Althams HGVs, 5 spaces for visitors and 2 disabled visitor spaces (included within the total 41 spaces). The level of parking is consistent to the standards as presented in Appendix B of the Development Management DPD (noting these are maximum standards). Subject to planning conditions being imposed controlling the necessary off-site highway works to allow for the access to be created it is considered that the development is acceptable from a highway safety perspective.

7.4.3 The fundamental difference between this application and the refused scheme is that the applicant is providing a shuttle bus for staff working during the daytime period, collecting staff in the morning and transporting them back home during the afternoon/evening. The shuttle bus will operate from Heysham towards White Lund Industrial Estate before looping back down the A683 towards the site, stopping at a number of fixed points along the way. The cost of providing this service will rest with the applicant and would assist in contributing towards a more sustainable means of transport given the site does not lend itself to walking or cycling. It is recommended that the provision of the shuttle bus is controlled by means of a legal agreement.

7.5 Ecology

7.5.1 The application is supported by an ecological appraisal that contained dusk emergence surveys to establish the presence or otherwise of bats during the summer of 2015. The overall conclusion is that the site is unlikely to support protected species. However, a condition should be attached to any consent with respect to precautionary mitigation measures. Officers are satisfied that the development will not adversely impact on protected species such as bats, barn owls and nesting birds. Natural England offered no objection to the refused application and they adopt the same position with this planning application. From an ecology perspective the scheme is acceptable.

7.6 Trees

7.6.1 A total of two individual trees (T1-T2), three groups (G1-G3) and five hedges (H1-H5) have been identified in relation to the proposed development. Species include sycamore, birch, hawthorn, holly, elder and cypress. H1 (Sycamore, hawthorn and holly), T1 (Silver Birch), H3 (Hawthorn) and H4 (Hawthorn) will be required to be removed in order to accommodate the proposed development. To accommodate the increased visibility splays the majority of the landscaping along the highway would remain with the exception of the proposed removal of a section of mature Broom. A soft landscaping scheme has been submitted in support of the scheme to which the Tree Protection Officer raises no objection to subject to its implementation.

7.7 Landscape Impacts

7.7.1 The visual impact of the development would be mostly confined to passing vehicles on the A683. Views of the north eastern elevation will have a number of window openings and will be finished in a colour similar to the existing structures on site. However, the proposed increase in mass and ridge height of the development over the existing building will inevitably lead to a greater landscape impact. It is considered that the proposed new built form would be fully visible along its southern elevation for drivers travelling to Lancaster.

7.7.2 Whilst the site is within the Countryside Area there are a number of modern interventions to the landscape, such as the A683, pylons and wind turbines, and the built form of the development site. In the opinion of Officers it is considered that there would be some adverse impacts upon highway users travelling along the A683 mostly notably from the direction of Heysham. However, the applicant has chosen to soften the impact by using the proposed timber cladding which over time will weather and become softer in the landscape, and be more in keeping with an agricultural building. This was also suggested to them by Officers at the pre-application stage. It is considered that from a landscape character perspective given the site is already developed that the development is acceptable and whilst there would be some local harm this would not amount to a significant impact on the landscape character as a whole.

7.8 Other Considerations

7.8.1 Lancashire Archaeological Advisory Service have noted that one of the barns to be lost to facilitate development is shown on the 1838 Heaton with Oxcliffe Tithe Map, as well as the 1848 OD 1:10,560 and 1891 1:2,500 mapping. Whilst no objection has been raised and they advise that heritage assets should not be lost without reason, given the presence of two similar barns in the area it is not considered necessary to preserve these buildings at the expense of the development. A condition is recommended requiring the building is recorded before demolition.

7.8.2 Given the previous use of the site a condition controlling contaminated land is required.

7.8.3 It came to light via the representations received on the refused application that there are historic rights of access that currently benefit third parties. The concerns of these owners was relayed to the applicant's agent though please note that this is a legal, not planning matter.

8.0 Planning Obligations

8.1 A legal agreement is recommended to secure the provision of the Altham's shuttle bus.

9.0 Conclusions

- 9.1 The scheme proposes the redevelopment of previously developed land, and whilst the car parking associated with the scheme would encroach into pastureland the main operational development would be confined to previously developed site. In comparison to the refused scheme the applicant has sought to address the Council's concerns by utilising a shuttle bus and reducing the amount of car parking on the site, this assists with the sustainable credentials of the site. It is considered that whilst there would be a visual impact associated with the scale of the building, over time the palette of materials would weather and help soften the impact, but inevitably there would be some limited visual and landscape impacts especially in the short term.
- 9.2 The scheme has the support of the County Council as Highway Authority and the scheme does include sufficient cycle and parking provision, together with suitable access arrangements to allow for access and egress to the A683. There is some impact on the natural environment, namely in the loss of hedgerow, to facilitate the car parking spaces and this is a weakness of the scheme. However, it is considered that suitable mitigation can help accommodate this loss and a planning condition is recommended ensuring the landscaping scheme is implemented. It is recommended to Members that the proposal is supported.

Recommendation

That subject to the applicant signing and completing a legal agreement to secure the provision of the shuttle bus service, that Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard 3 year timescale
2. Development in accordance with plans
3. Contaminated land
4. Development in accordance with the AIA
5. Landscaping scheme
6. Protection of visibility splays
7. Access arrangements
8. Off-site highway scheme
9. Cycle parking provision
10. Travel Plan
11. Building materials
12. Foul Water Arrangements
13. Surface water drainage scheme
14. Surface water drainage management scheme
15. Car parking to be provided
16. Development in accordance with the submitted ecological assessment
17. Building recording
18. Finished floor levels
19. Provision of electric vehicle charging points

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

In accordance with the above legislation, the City Council can confirm that it has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the agent to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None

Agenda Item A9	Committee Date 5 February 2018	Application Number 17/01377/VCN
<p align="center">Application Site</p> <p align="center">Land Adjacent Campbell Drive Lancaster Lancashire</p>	<p align="center">Proposal</p> <p align="center">Demolition of existing maintenance buildings and erection of 42 houses, 20 flats and a retail unit (use class A1) with associated parking, landscaping and access (pursuant to the variation of conditions 24 and 25 on planning permission 17/01099/VCN to amend the business opening and delivery hours of the retail unit)</p>	
<p align="center">Name of Applicant</p> <p align="center">Ms Sarah Woolner</p>	<p align="center">Name of Agent</p> <p align="center">Mr Bal Tiwana</p>	
<p align="center">Decision Target Date</p> <p align="center">1 February 2018</p>	<p align="center">Reason For Delay</p> <p align="center">Negotiating changes and Committee cycle</p>	
<p>Case Officer</p>	<p align="center">Mr Andrew Drummond</p>	
<p>Departure</p>	<p align="center">No</p>	
<p>Summary of Recommendation</p>	<p align="center">Approval</p>	

(i) Procedural Matters

This form of development would normally be dealt with under the Scheme of Delegation. However, a request has been made by Councillor Hamilton-Cox for the application to be reported to the Planning Committee as the proposal seeks a variation to the existing conditions, which could adversely impact on residential amenity.

1.0 The Site and its Surroundings

- 1.1 The 2.4 hectare application site is situated on the north side of Quernmore Road about 1.75km to the east Lancaster city centre. The Grade II Listed building, known as the Annexe, is located on higher ground to the west with its old cricket pitch to the north, the M6 motorway runs north-south on higher ground further to the east beyond 2 agricultural fields and the Standen Gate residential area falls to the south. The site is currently under construction. However, it was previously developed with maintenance buildings and associated parking areas in the southern half of the site, and an outdoor bowling green to the rear with natural landscaping to the western, northern and eastern boundaries. The road frontage is generally characterised by a low stone wall punctured by 3 existing vehicular access points.
- 1.2 In terms of designations affecting the site, the site is approximately split in two, with the southern half falling within a Housing Opportunity Site and the northern half and the eastern boundary within an Urban Greenspace. The Outdoor Playing Space lies across both of the aforementioned designations, but only affecting about half of the total site. There are 2 further constraints on the site, namely a Tree Preservation Order (no.381) that affects the whole site and the Mineral Safeguarding Area that primarily covers the eastern boundary and the north west corner.

2.0 The Proposal

2.1 The application seeks to vary conditions 24 and 25 to amend the approved hours of opening and hours of deliveries for the retail unit. Respectively conditions 24 and 25 currently state:

The retail premises hereby permitted shall not be open for business except between the hours of 0700 and 2200 Monday to Saturday, and 1000 and 1800 on Sundays or Public Holidays.

No deliveries to or from the retail premises hereby permitted shall occur outside the hours of 0730 and 1900 Monday to Saturday, and 1000 and 1600 on Sundays and Bank Holidays.

2.2 The applicant was originally seeking to extend the opening hours of the store and delivery hours to the store to an extent that the Environmental Health Officer was uncomfortable with, so the hours now sought have been reduced (albeit still greater than those approved in 2016. The situation is summarised in the table below:

	Opening Times			
	Monday to Saturday Start / Finish		Sundays and Bank Holidays Start / Finish	
Approved	0700	2200	1000	1800
Originally proposed	0600	2300	0600	2300
Now proposed	0700	2230	0700	2200

	Delivery Times			
	Monday to Saturday Start / Finish		Sundays and Bank Holidays Start / Finish	
Approved	0730	1900	1000	1600
Originally proposed	0730	1900	0730	1900
Now proposed	0730	1900	0900	1900

3.0 Site History

3.1 The following recent consents form the relevant planning history of the site:

Application Number	Proposal	Decision
15/00813/FUL	Demolition of existing maintenance buildings and erection of 42 houses, 20 flats and a retail unit (use class A1) with associated parking, landscaping and access	Permitted
16/01470/VCN	Demolition of existing maintenance buildings and erection of 42 houses, 20 flats and a retail unit (use class A1) with associated parking, landscaping and access (pursuant to the variation of condition 2 on planning permission 15/00813/FUL to amend the approved plans and provide information required by conditions 9, 10, 11, 12, 13, 14 and 18)	Permitted
17/01099/VCN	Demolition of existing maintenance buildings and erection of 42 houses, 20 flats and a retail unit (use class A1) with associated parking, landscaping and access (pursuant to the variation of condition 2 on planning permission 16/01470/VCN to amend the approved plans and provide information required by conditions 5, 12, 13, 14 and part of 15)	Permitted

4.0 Consultation Responses

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

Consultee	Response
Environmental Health	Initial objection overcome with the submission of additional information and changes to the proposed opening and delivery hours. Based on this further information and amended proposal the Environmental Health Officer raises no objection .
County Highways	No objection
Fire & Rescue	It should be ensured that the scheme fully meets all the requirements of part B5 of the Building Regulations.

5.0 Neighbour Representations

5.1 One objection has been received citing concerns about the proposal having an adverse impact on the quality of environment of the neighbourhood and highway efficiency. The objector goes on to say that they have concerns about the timing of the application (prior to the new houses being occupied so their occupants cannot comment) and that the store's operator has taken on the unit in full knowledge of the current restrictions.

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

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
Paragraph 123 – noise

6.2 Local Planning Policy Overview

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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

DM35 - Key Design Principles

6.4 Other planning policy/guidance documents

National Planning Practice Guidance (NPPG)

7.0 Comment and Analysis

7.1 There is one issue to consider as part of this application, namely residential amenity.

7.2 The changes negotiated during the determination period means that from Monday to Saturday the only difference in the opening and delivery times is an extra 30 minutes of trading time between 22.00 and 22.30. The noise associated with opening hours relates to vehicles arriving, manoeuvring/parking and leaving, with the greatest noise generated by these activities predominantly being the shutting of vehicle doors. Given the relatively small number of visits to the store by customers arriving by vehicles in this 30 minute period, it is deemed as a negligible (i.e. non-intrusive) change to the residential amenity of the area and therefore considered to be acceptable.

7.3 The key changes relate to Sundays and Bank Holidays where the opening times are extended by 7 hours (3 hours in the morning and 4 in the evening) and delivery times are extended by 4 hours (1 hour in the morning and 3 in the evening).

7.4 As stated above, the noise associated with the store's opening hours is generated by the movement of customers' vehicles and the closure of these vehicles' doors. This has been reviewed carefully by Environmental Health, taking into consideration the proximity of the neighbouring residential properties and the background ambience, which includes traffic noises from Grab Lane, Quernmore Road and the M6. Initially Environmental Health had concerns regarding the earlier opening times proposed (06.00) and subsequently this was changed by the applicant to 07.00. Given that the ambient noise level between 06.00 and 07.00 on a Sunday is noticeable less than the same time on the other 6 days of the week, and other times on a Sunday, but between 07.00 and 08.00 on a Sunday the levels are closer to the ambient noise levels of other times on a Sunday, that Environmental Health concluded that the amended opening time of 07.00 was acceptable.

7.5 For a store of this size, there would be 1 12m HGV and 2 transit van deliveries each morning and a further transit van delivery during the day. In addition there would be 3 further 12m HGV deliveries made each week. Therefore the worst case scenario would be that there would be 1 12m HGV delivery and 2 transit van deliveries between 0900 and 1000, and 1 12m HGV delivery (30 to 40 minutes) and 1 transit van delivery (10 to 15 minutes) between 16.00 and 19.00 on a Sunday and Bank Holiday. Initially Environmental Health raised an objection to the earlier morning delivery (from 07.30) but not to the evening. However, the applicant agreed to no deliveries until after 09.00, which overcame this objection. Given the times of day when these deliveries would occur (after 09.00 rather than after 07.30), Environmental Health concludes that this would reduce the likelihood of unreasonable impacts to nearby residents, subject to the mitigation measures set out in the submitted noise assessment. These are set out below, albeit adapted to ensure that they are precise and enforceable:

- Once stationary, engines of delivery vehicles must be turned off;
- Use of reversing beepers should be minimised or turned off;
- Drop heights should be reduced to their lowest practicable levels;
- A low noise, rubber floor must be applied in both delivery vehicles and around the delivery area where the trolleys are moved;
- Plastic (ideally rubber) wheels must be used on trolleys;
- Use of radios must not be used in the delivery area; and
- All staff (including delivery drivers) should be made aware of the necessity to keep noise to a minimum.

7.6 Subject to these measures being conditioned, Environmental Health raises no objection to the proposed changes to the opening and delivery times on Sundays and Bank Holidays.

8.0 Planning Obligations

8.1 The obligations secured on the original consent (15/00813/FUL) remain unaltered by this application.

9.0 Conclusions

9.1 By working with the applicant's agent and Environmental Health changes have been negotiated that meet the requirements of the applicant and the key consultee. It is on this basis that the application be recommended for approval.

Recommendation

That Planning Permission **BE GRANTED** subject to the following conditions (of which conditions 24 and 25 are varied):

1. Standard 3 year timescale – complied with
2. Development in accordance with the list of approved plans
3. Bats – complied with
4. Development in accordance with approved Construction Method Statement
5. Development in accordance with approved Tree Protection Plan and Arboricultural Method Statement
6. Development in accordance with approved Remediation Method Statement and requirement for a Validation Report
7. Asbestos – complied with
8. Provision of access and protection of visibility splays
9. Off site highway works
10. Development in accordance with approved surface water drainage scheme
11. Development in accordance with approved foul water drainage scheme
12. Development in accordance with approved material specification
13. Development in accordance with approved Quernmore Road boundary treatment details
14. Development in accordance with approved landscaping scheme
15. Development in accordance with approved Travel Plans
16. Development in accordance with approved ventilation ducts, motors and fans (retail unit)
17. Development in accordance with approved cycle and refuse storage (retail unit)
18. Development in accordance with approved cycle and refuse storage, and balcony/patio screens (apartment building)
19. Development in accordance with approved electric vehicle charging points
20. Development in accordance with approved parking facilities
21. Development in accordance with approved Environmental Noise Report
22. Development in accordance with approved Flood Risk Assessment
23. Hours of construction
24. Opening hours varied to 0700 to 2230 Mon to Sat, and 0700 to 2200 Sun and Bank Holidays
25. Delivery hours varied to 0730 to 1900 Mon to Sat, and 0900 to 1900 Sun and Bank Holidays (with mitigation measures for Sun and Bank Holidays)
26. Retail store use – sale of convenience goods only
27. Permitted development rights removed
28. Restriction of garage use
29. Recycling natural stone and slate

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

Agenda Item	Committee Date	Application Number
A10	5 February 2018	17/01450/VCN
Application Site		Proposal
Land Rear Of Cemetery Back Lane Carnforth Lancashire		Outline application for 16 affordable residential units with associated access, drainage and landscaping arrangements (Pursuant to the variation of conditions 4 and 6 on planning permission 11/00668/OUT to amend the access)
Name of Applicant		Name of Agent
Mr Graham Wallbank		N/A
Decision Target Date		Reason For Delay
26 February 2018		N/A
Case Officer		Mr Mark Potts
Departure		No
Summary of Recommendation		Approval

1.0 The Site and its Surroundings

- 1.1 The half hectare application site is situated at the north end of Back Lane close to its junction with Kellet Lane to the east side of Carnforth. To the northern boundary sits Carnforth Cemetery, and to the east Back Lane. To the south and west are residential properties on Hard Knott Rise and Fairfield Close which are separated by a belt of trees. The immediate surrounding area is predominantly residential with Back Lane forming the outer boundary of the residential area, becoming agricultural beyond it towards the villages of Over Kellet and Nether Kellet with the intersecting motorway running in a north south direction to the east. The commercial centre of Carnforth is only a short distance from the site as are local facilities such as supermarkets and schools. The site itself is roughly rectangular in shape, approximately 110 metres in length from Back Lane to the rear of the site, and 40 metres wide. The land is predominantly scrubland with a number of significant trees along its perimeters, although there are none of any notable significance within the site.
- 1.2 A watercourse/drainage dyke runs adjacent to the northern boundary of the site parallel to the cemetery to the north. The dyke enters the site in the form of two streams, one from Back Lane to the east boundary and the other from the rear of Hard Knott Rise to the southern boundary. It then exits the site at the west boundary at the southern corner of Fairfield Close adjacent to property no.14 and enters a culvert which crosses beneath Fairfield Close travelling northwards and under Kellet Close, visible again at the funeral parlour which sits along the north side of the lane. The dyke then follows the east boundary of the 'Carnforth Hub' (Children's Centre) and leading to Carnforth High School playing fields to the north.
- 1.3 The site is allocated as Urban Greenspace under the saved policies of the Local Plan and is within Flood Zone 2 and 3, and 60% of the site is covered by a mineral safeguarding zone.

2.0 The Proposal

- 2.1 Outline planning consent was granted by the Planning Inspectorate in January 2013 (11/00668/OUT) and Reserved Matters consent was granted in April 2016 (15/01630/REM). This application only proposes to amend the access position on Back Lane and it is proposed to relocate

it c6 metres to the north, together with switching the footpath to the southern side of the access road and losing the speed bump with pedestrian crossing. Given the amendment to the access, open space on the site has increased by c10% from 186m² to 204m² and the scheme now provides for the retention of a tree which would be lost as part of the consented layout.

2.2 In view of the above the applicant needs to amend the wording of the conditions described below:

Condition 4

The development hereby permitted shall be carried out in accordance with the following approved plan: Proposed Development Plan and Section Drawing numbered 3000 Rev F, but only in respect of those matters not reserved for later approval.

Condition 6

No part of the development shall be occupied or brought into use until visibility splays indicated on the drawing No. 3000 Rev F measuring 2.5 metres by 120 metres are provided on each side of the junction of the access onto back lane. No walls, fences, trees, hedges, shrubs, ground works or other structures within these splays shall exceed 1 metre in height above the centreline of the adjacent carriageway.

3.0 Site History

3.1 The below applications are relevant in the determination of this planning application:

Application Number	Proposal	Decision
17/00340/VCN	Outline application for 16 affordable residential units with associated access, drainage and landscaping arrangements (pursuant to the variation of condition 5 on the approved application 11/00668/OUT in relation to flood mitigation measures)	Refused Appeal has been lodged with the Planning Inspectorate
15/01630/REM	Reserved matters application for 14 affordable residential units with associated access, drainage and landscaping arrangements	Approved
11/00668/OUT	Outline application for 16 affordable residential units with associated access, drainage and landscaping arrangements	Refused by the Local Planning Authority. Granted on appeal by the Planning Inspectorate

4.0 Consultation Responses

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

Consultee	Response
Environment Agency	No objection
County Highways	No objection with regards to the re-positioning of the site's access, but have raised some concerns with respect to the width of the internal carriageway.
Fire Safety Officer	No objection
Tree Protection Officer	No objection , though has requested that the approved Arboricultural Implications Assessment should be revised to reflect these changes.
Cadent Gas	Comments - advised that there are gas pipelines in close proximity to the site.
Property Group	No objection though highlights that City Council land would be required to facilitate development

Lead Local Flood Authority	No observations received within the statutory timescales
Carnforth Town Council	No observations received within the statutory timescales

5.0 Neighbour Representations

- 5.1 **One letter of objection** has been received citing concerns with respect to surface water drainage and the flooding which could cause areas of the cemetery to be unusable (this application does not propose to alter the drainage proposal).

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** - The 12 Core land-use planning principles
 Paragraph **49** and **50** - Housing
 Paragraphs **56, 58** and **60** - Good Design
 Paragraphs **32** - transport

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 **DM25** Green spaces and green corridors
 Policy **DM29** Protection of trees, hedgerows and woodland
 Policy **DM35** Key design principles
 Policy **DM41** New residential dwellings

6.4 Lancaster District Core Strategy

Policy **SC1** Sustainable development
Policy **SC5** Achieving quality in design

6.5 Lancaster Local Plan

Policy **E29** Urban Greenspace

6.6 Joint Lancashire Minerals and Waste Local Plan

Policy **M2** Mineral Safeguarding

7.0 Comment and Analysis

7.0.1 The principle concern is whether the proposed amendments are acceptable in planning terms.

7.1 The application proposes a very minor change to the position of the consented access which was approved under outline planning consent 11/00668/OUT (which was granted on appeal). The change is in essence to move the access road at its connection with Back Lane c6 metres to the north. The original access proposal was positioned central to the existing dropped kerb access. However, due to land ownership concerns the applicant has amended its proposal to move the access slightly to the north. The applicant states that the benefits of the amendments are that the proposed scheme will deliver the footpath on the same side all the way into the site, the open space area would increase in size by c10%, and retain a tree which would have otherwise been lost to facilitate development.

7.2 The main concern therefore is whether the amendment to the access would be detrimental to highway safety and whether the proposed change would be detrimental to the amenity of surrounding occupiers. County Highways has raised no objection to the alteration to the access and therefore it has to be considered that this is a safe means of access. They have suggested some small modifications to the site's internal layout, but condition 7 of the extant planning consent requires details of the internal access arrangements, car parking and servicing and therefore this detail should be submitted under the requirements of this condition. Discussions are ongoing between County Officers and applicant in this regard. The submitted plan demonstrates that visibility splays of 2.4m x 120m can be achieved to the north and south, which is slightly below the standard (2.5m x 120m) required by the original consent. Therefore an amended plan has been sought.

7.3 Changing the position of the access means that there will be a slightly larger quantum of open space provided for and would result in the retention of a tree that was previously proposed to be removed. The Tree Protection Officer raises no objection but requests that the approved Arboricultural Implications Assessment (AIA) is updated to reflect the amended layout. Whilst it would be preferable to seek an amended AIA prior to determination of this application, it is considered that this can be conditioned.

7.4 It is noted that there has been some concern raised by a third party representation with respect to flooding matters. However, the minor amendment to the access position would not exacerbate flooding and the Environment Agency raise no objection to the development as proposed. The comments of the Local Lead Flood Authority are awaited and will be reported verbally to Members.

7.5 The grant of consent of a Section 73 application results in a new planning permission which sits alongside the original permission, which remains intact and un-amended. All the conditions associated with the approved outline consent will be imposed on this consent (where they are relevant). Given the Reserved Matters consent has been granted there is no need to impose condition 1 which requires the Reserved Matters to be submitted, nor a need to submit the Reserved Matters within three years given these were submitted in 2015. It is recommended to amend condition 3 to ensure that the development commences by 6 April 2018, otherwise the permission will fall away. There are 6 planning conditions associated with contaminated land on the outline consent but it is considered reasonable to amalgamate these into a single planning condition. The conditions set out in the recommendation reflect this commentary.

8.0 Planning Obligations

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

9.0 Conclusions

9.1 The scheme provides for 100% affordable housing, and therefore following the original appeal decision the local planning authority is keen to support the development of this site. The amendment to the access has been found to be acceptable from a highway safety perspective and is appropriate from the perspective of the visual amenity of the area and therefore it is recommended that the scheme can be supported.

Recommendation

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

1. Timescales – Development to commence by 6 April 2018
2. Development in accordance with approved plans
3. Provision of Flood Risk Mitigation Measures to be included
4. Visibility splays to be provided measuring 2.5m x 120m
5. Internal Access arrangements
6. Proposed cycle/pedestrian links
7. External lighting
8. Site clearance restriction
9. Control of dust and site clearance
10. Contaminated land assessment
11. Wheel cleaning facilities
12. Disposal of surface water and foul sewage
13. Scheme for the protection of the habitat on the banks of the watercourse
14. Scheme for the provision of renewable energy (10%)
15. Provision of an affordable housing scheme
16. Amendment to the approved AIA.

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

In accordance with the above legislation, the City Council can confirm that it has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the agent to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None.

<p>Agenda Item</p> <p>A11</p>	<p>Committee Date</p> <p>5 February 2018</p>	<p>Application Number</p> <p>17/01495/FUL</p>
<p>Application Site</p> <p>Land Adjacent Marine Road Central Morecambe Lancashire</p>		<p>Proposal</p> <p>Demolition and reconstruction of the Wave Reflection Wall incorporating closure of the existing pedestrian access and creation of new pedestrian and vehicular accesses onto Morecambe Promenade from Marine Road Central, installation of seating and associated landscaping</p>
<p>Name of Applicant</p> <p>Lancaster City Council</p>		<p>Name of Agent</p> <p>Mr Russell Spencer</p>
<p>Decision Target Date</p> <p>26 January 2018</p>		<p>Reason For Delay</p> <p>Committee cycle</p>
<p>Case Officer</p>		<p>Ms Charlotte Seward</p>
<p>Departure</p>		<p>No</p>
<p>Summary of Recommendation</p>		<p>Approval</p>

1.0 The Site and its Surroundings

- 1.1 The proposal site forms the area of land which lies just south of the curtilage of the Midland Hotel which forms part of the promenade and the footway along Marine Road West. The area includes the existing wave wall and areas of public realm.
- 1.2 A small section of the site falls within a Flood Risk Zones 2 and 3. The site lies adjacent to a number of ecological designations including the Morecambe Bay Special Area of Conservation (SAC), Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and RAMSAR. The site lies just beyond the extent of the curtilage of the Grade II* Listed Midland Hotel, and part of the site falls within the Morecambe Conservation Area.

2.0 The Proposal

- 2.1 This proposal forms a small section of Phases 2 and 3 of Lancaster City Council’s Capital Maintenance Scheme to maintain the existing wave wall along the Morecambe. This scheme was omitted from the plan permitted under 17/00304/FUL granted in June 2017 due to the need to fully consider the proposal in relation to the designated heritage assets of the Midland Hotel and Morecambe Conservation Area. Works to implement this consent are well progressed.
- 2.2 The application seeks permission for the demolition of a section of the existing wave wall and removal of existing landscaping to allow for the wave wall be to be rebuilt along a revised line. The new section will fall short of connecting to the curtilage walls of the Midland Hotel with the gap sealed by a rubber gasket which is connected to an adhesive on the new flood defence wall. The new wall will have patterned embellishments either side of the apertures. Three new sections of landscaping are proposed with areas of seating. The existing surface will be replaced with a new buff coloured asphalt with a varied coloured patterned design around the aperture to reflect the patterned wall.

3.0 Site History

- 3.1 This proposal constitutes a small final section of Phases 2 and 3 of the three phase development of the works to maintain the existing Morecambe Wave Wall. Phases 2 and 3 were permitted in June 2017 under application 17/00304/FUL and is currently in construction phase. Phase 1 was permitted under 15/00119/FUL and has been completed.
- 3.2 Concurrent to this application, a non-material amendment application has been submitted to the scheme (17/01588/NMA) and an application for discharge of conditions (17/00207/DIS).

4.0 Consultation Responses

- 4.1 The following responses have been received from statutory and non-statutory consultees though the expiration date for responses is 31 January 2018:

Consultee	Response
County Highway	No objection subject to conditions in relation to traffic regulation orders for the demolition and construction activities, construction traffic management method statement, and quality of footways reinstatement works. Comments have been made in relation to the use of coloured asphalt, but it has been confirmed that this is due to maintenance issues rather than matters concerning highway safety.
Environment Agency	No objection
Conservation Officer	No objection. The proposal will not have a direct impact on the listed Midland Hotel as it will not tie into the historic fabric, and the proposal will enhance its setting.
Environmental Health	No objection. Requests conditions to control hours of construction and require implementation of the noise mitigation measures.
Natural England	No response has been received at time of writing the report.
Morecambe Town Council	No response has been received at time of writing the report.
RSPB	No response has been received at time of writing the report.
Chamber of Commerce	No response has been received at time of writing the report.
Ramblers Association	No response has been received at time of writing the report.

5.0 Neighbour Representations

- 5.1 No neighbour representations have been received to date though the expiration of the site notice is on 2 February, and the expiration of the press advertisement is 9 February.

6.0 Principal National and Development Plan Policies**6.1 National Planning Policy Framework**

Para 14 – Presumption in favour of sustainable development
 Para 17 – Core planning principles
 Para 61, 63 and 64 – Requiring Good Design
 Para 94 – Mitigation and adaption to climate change
 Para 103 – Flood Risk
 Para 118 – Conserve and enhance biodiversity
 Para 132 – Heritage Assets

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,

(ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 Lancaster Core Strategy

ER2 – Regeneration Priority Areas

6.4 Development Management DPD Policies

DM3 - Public Realm and Civic Space
DM20 – Enhancing Accessibility and Transport Linkages
DM21 – Walking and Cycling
DM26 – Open Space, Sports and Recreational Facilities
DM27 – The Protection and Enhancement of Biodiversity
DM31 – Development affecting Conservation Areas
DM32 – The Setting of Designated Heritage Assets
DM35 – Key Design Principles
DM38 – Development and Flood Risk

6.5 Morecambe Area Action Plan (to 2012)

SP1 – Key Pedestrian Routes and Spaces
SP3 – Morecambe Main Seafront and Promenade
AS6 – Western Seafront and Beach

7.0 Comment and Analysis

7.1 The key material considerations arising from this proposal are:

- Principle of development;
- Impact on heritage assets;
- Flood risk and surface water drainage;
- Impacts on designated ecological interests;
- Design;
- Highways safety; and
- Amenity.

7.2 Principle of Development

7.2.1 The principle of development has already been established through the permissions granted for the previous phases of development. This section of the scheme was only omitted from the application submitted in 2017 based on a need to fully consider its impact on the designated heritage assets.

The agent has consulted with both the owner of Midland Hotel and the Conservation Officer in advance of the submission of this application.

7.3 Impact on Heritage Assets

7.3.1 The proposed sea defence wall will be partially within Morecambe Conservation Area, immediately adjacent to the Midland Hotel (Grade II*) and opposite The Platform (Grade II). The Midland Hotel has a high aesthetic value and is a significant landmark within Morecambe. The building was designed in 1930s Art Deco style and is evocative of Morecambe's history as a seaside resort. Morecambe's Conservation Area is an eclectic mix of Victorian, Edwardian and early-20th century Art Deco buildings.

7.3.2 The proposal has been designed to have no direct impact on the fabric of the Midland Hotel and to ensure that the setting of the designated heritage assets is protected. The proposed realigned wall will fall short of connecting to the curtilage walls of the Midland Hotel with the gap sealed by a rubber gasket which is connected to an adhesive on the new flood defence wall. The replacement wall together with the resurfacing works and new landscaping will all serve to enhance the setting of the Listed building by using more sympathetic materials and better reflecting the Art Deco style in the surfacing and wall pattern detailing. The Conservation Officer has no objections to the scheme.

7.4 Flood risk and surface water drainage

7.4.1 A small section of the development site lies within Flood Risk Zones 2 and 3. An updated version of the Flood Risk Briefing Note submitted under the previous 2017 application has been submitted. A review of this report states that the conclusions of this report still apply to this section of the proposed works. The proposed replacement and repair works to the wave wall will reduce flood risk to Morecambe from the sea and will not increase flood risk from the sea in any other locations, whilst having negligible impacts on the sea levels within the estuary. There will be a residual risk to properties in the event that a flood event overtops the wall, but flood warnings and public awareness campaigns would be provided in such an event. The scheme has been designed to accommodate future raising if required to deal with climate change.

7.4.3 The Environment Agency has no objections to the proposed development. It is considered that, subject to the imposition of a condition to require the implementation of the mitigation for surface water flooding and flood warnings in the event of overtopping of the wall, the proposal would result in an improvement to the flood risk of this part of Morecambe.

7.5 Impacts on Designated Ecological Interests

7.5.1 The 2017 application was determined subject to agreed mitigation to not have a likely significant impact on the environmental designations. This application has been submitted with an updated Ecological Impact Assessment and Habitats Regulation Assessment. Initial assessment of these documents would suggest that subject to mitigation this scheme will also be considered not to have a likely significant impact on the environmental designations. However, at this stage we have not had responses from the relevant consultees, Natural England and Greater Manchester Ecological Unit. By the time of the Committee meeting responses should have been received and verbal updates will be provided. Given the previous approval of the much larger 2017 scheme and the scope of the previous documentation to include all phases of the works, it is considered that this issues can be satisfactorily dealt with as an update to Committee.

7.6 Design

7.6.1 The design of the scheme seeks to replicate that permitted under the 2017 scheme which was considered to achieve functional improvements to the protection that the wall affords to Morecambe from flooding from the sea, in addition to aesthetic improvements to the wall and the promenade which is an important public open space for residents, businesses and visitors alike. Subject to conditions to ensure implementation of agreed materials, street furniture and planting species the proposal can be considered acceptable. We are awaiting final details on these matters but it is expected that this will be resolved in advance of the Committee meeting.

7.6.2 There are no trees and hedgerows that would be affected by this proposal. Existing landscaping, including shrubs and plants will be affected by the proposed works, but there is an outline planting

scheme within the material palette provided. Subject to these details being agreed by condition, the scheme's impact on planting can be considered acceptable.

7.7 Highways Safety

7.7.1 County Highways has raised no objection to the proposed development subject to a number of conditions in relation to Traffic Regulation Orders for the demolition and construction activities, construction traffic management method statement, and quality of footways reinstatement works. It should be noted that the comments in relation to the use of colour asphalt are in relation to highways maintenance costs and have been confirmed not to be in relation to highway safety issues.

7.7.2 Whilst this proposal would form part of the wider construction works that are ongoing on site, any permission would need to separately ensure highways safety. An advice notice will be applied in relation to the requirement for the applicant to adequately address Traffic Regulation Orders and any off site highways improvement works, which will include details of reinstatement or repair works for footways, kerbs and cycleway. A condition requiring the agreement of a construction traffic management method scheme for highway safety reasons alone would not normally meet the tests of being "necessary" (as required by the NPPF) as this is covered by separate Health and Safety Legislation. However, this is required as part of the ecological mitigation and as such can be acceptably imposed on any permission granted.

7.8 Amenity

7.8.1 This proposal would form part of the wider construction works that are ongoing on site. Any permission would need to separately ensure amenity for homes and businesses is protected. The construction will result in some temporary disturbance in relation to traffic, noise and dust. Mitigation in relation to timing of works, noise and hours of construction have been proposed. Environmental Health has requested conditions to control these matters. With mitigation, it is considered that any likely resulting impact would not adversely affect amenity of homes or businesses.

8.0 Planning Obligations

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

9.0 Conclusions

9.1 The proposed works are a critical final stage of the works to replace and repair the wave wall and are critical to ensure the protection of property in Morecambe from risk of flooding from the sea. The proposals will enhance the setting of the designated heritage assets and will ensure that this section of the promenade sympathises with the wider scheme.

9.2 Subject to conditions the proposal will have no adverse impacts on flood risk, highway safety and efficiency, heritage assets, and residential and environmental amenity. At this stage we are unable to confirm a position in relation to the applications impact on environmental designations and consultation responses from Greater Manchester Ecological Unit and Natural England are required to have full regard to the Council's duties as the competent authority in relation to the Habitats Regulations. On this basis it is recommended that if the Committee is minded to approve the application, that they do so in principle (subject to conditions), but delegate it back to the Chief Officer to allow the outstanding matters to be resolved (i.e. it can be demonstrated to the local planning authority's satisfaction that likely significant effect can be ruled out under the Habitats Regulations).

Recommendation

That Planning Permission **BE GRANTED** subject to the conditions listed below, but the application be delegated back to the Chief Officer for Regeneration and Planning for outstanding matters in relation to ecology to be resolved and for the conclusion of the consultation period (unless valid material considerations are raised in correspondence received after Members' resolution that have not been considered by Members in reaching their decision):

1. Standard Time Condition
2. Development in accordance with approved plans

3. Agreement of Construction Management Plan (including dust control)
4. Implementation of Flood Risk mitigation
5. Implementation of agreed ecological mitigation measures
6. Implementation of agreed materials and planting
7. Implementation of Noise mitigation measures
8. Hours of work (Mon to Fri 0800-1800 and Sat 0800-1400)

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

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 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

Agenda Item A12	Committee Date 5 February 2018	Application Number 17/00962/ADV
Application Site Salt Ayre Sports Centre Doris Henderson Way Heaton With Oxcliffe Lancaster	Proposal Advertisement application for the display of an internally illuminated freestanding sign	
Name of Applicant Mr Stuart Glover	Name of Agent N/A	
Decision Target Date 18 January 2018	Reason For Delay Committee Cycle	
Case Officer	Mr Robert Clarke	
Departure	No	
Summary of Recommendation	Approval	

(i) Procedural Matters

The proposed development would normally fall within the Scheme of Delegation. However, the land to which this application relates is in the ownership of Lancaster City Council, and as such the application must be determined by the Planning and Highways Regulatory Committee.

1.0 The Site and its Surroundings

1.1 The site which forms the subject of this application is a parcel of land located adjacent to the junction of Ovangle Road and Salt Ayre Lane, close to the entrance of the recycling/disposal centre and access road to Salt Ayre Sports Centre. The land currently features a free standing advertisement relating to the nearby Sports Centre.

1.2 The application site is located within an Advert Area of Special Control which encompasses the River Lune to the south.

2.0 The Proposal

2.1 This application seeks advertisement consent for the implementation of an internally illuminated monolith type free standing sign. The sign will utilise the frame of the existing sign, which has a height of 4.9m and width of 2.3m. It will be finished in red (RAL 3024) panels with the Salt Ayre logo in white and internally illuminated. The Council logo and website address will be set out below this. The sign will be dual faced.

3.0 Site History

3.1 The Planning Authority has no planning history relating to this parcel of land.

4.0 Consultation Responses

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

Consultee	Response
County Highways	No objection
Property Services	No response during the statutory consultation period

5.0 Neighbour Representations

5.1 No responses during the statutory consultation period

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework

Paragraph 17 (Core principles)
Paragraphs 56, 58, 60 and 64 (Design)
Paragraphs 67 and 68 (Advertisements)

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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 DM6 – Advertisements
Policy DM35 – Key design principles

6.4 Lancaster Core Strategy

SC5 – Achieving good design

7.0 Comment and Analysis

7.1 The key considerations arising from the proposal are:

- Amenity; and
- Highway safety

7.2 Amenity

7.2.1 The sign will be highly visible on approach on Ovangle Road and will be particularly prominent at the junction with Salt Ayre Lane. The sign will be seen within the context of the adjacent waste recycling site, nearby supermarket, car dealerships and petrol station whilst White Lund Industrial Estate is located just to the north east. In this well-developed urban setting, the reuse of the existing sign frame for the proposed advertisement will not result in harm to the surrounding street scene. It is acknowledged that a band of mature trees to the east and south of the site help to provide some visual containment to the advertisement. Given the presence of existing illuminated signage at the aforementioned sites, the use of internal illumination to the logo only is considered acceptable.

7.2.2 The use of a totem sign as opposed to a monolith type sign was discussed with the applicants, as it was considered the removal of the bottom most panel helped to reduce the mass of the sign and minimise blank space on the sign itself. Salt Ayre Sports Centre has recently undergone a rebranding exercise with a new logo and signage. The monolith type sign now forms part of the brand and new monolith signs have been erected around the site. As such the use of a totem type sign was ruled out. In order to minimise blank space on the sign, the Council's logo and website address have been relocated to the middle panel which is considered to help break up the mass of the sign. It is considered this revised design represents an acceptable advertisement in this setting.

7.3 Highway Safety

Whilst the proposed signage would be located close to the junction of Ovangle Road and Salt Ayre Lane, no objection has been raised by the Highway Authority. It is considered that the sign will not result in highway safety implications.

8.0 Planning Obligations

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

9.0 Conclusions

9.1 The presence of a free standing advertisement on this site has already been established. The use of internal illumination within this urbanised setting will not result in harm to the appearance of the wider locality and the advertisement will not adversely affect highway safety.

Recommendation

That Advertisement Consent **BE GRANTED** subject to the following conditions:

1. Standard advertisement timescale
2. Advertisement in accordance with the approved (amended) plans
3. Use of a non-reflective material
4. Advertisement not to be displayed without permission of the site's owner or any other person with an interest in the site
5. Advertisement not to be sited or displayed so as to endanger persons, obscure or hinder traffic signs/signals, hinder the operation of any device used for security or measuring vehicle speeds
6. Maintenance of site/sign so not to impair the visual amenity of the site
7. Structure of sign to be maintained so not to endanger the public
8. After the advertisement is removed the site shall be left in a condition so not to endanger the public or impair visual amenity

Background Papers

None

Agenda Item A13	Committee Date 5 February 2018	Application Number 17/01530/LB
Application Site Ryelands House Owen Road Lancaster Lancashire		Proposal Listed building application for replacement render to the exterior and interior of the rear courtyard walls and the installation of a door in an existing opening
Name of Applicant Ms Sarah Price		Name of Agent Mr Andrew Raynor
Decision Target Date 15 February 2018		Reason For Delay N/A
Case Officer		Mrs Kim Ireland
Departure		No
Summary of Recommendation		Approval

(i) Procedural Matters

This form of development would normally be dealt with under the Scheme of Delegation. However, the application site is owned by Lancaster City Council, and as such the application must be determined by the Planning Committee.

1.0 The Site and its Surroundings

1.1 The site is located towards the northern end of Lancaster, within Ryelands Park. It is within a group comprising three buildings which are set back from both the A6 and Torrisholme Road and are heavily screened by mature trees. Ryelands House is a Grade II Listed building that dates from around 1836 with additions in 1883 by Paley and Austin. The building is designed principally as an L- shape with an additional wing forming an overall square shape enclosing a small yard area. The building is constructed in sandstone with sandstone dressings and a slate roof.

1.2 The building is currently used as an NHS health centre with the adjacent buildings used as a nursery and a children's centre.

2.0 The Proposal

2.1 The application seeks listed building consent for the replacement render to the exterior and interior of the rear courtyard walls and the installation of a door in an existing opening.

3.0 Site History

3.1 There is no planning history associated with Ryelands House. However, there are works which have been carried out on the adjacent buildings that include:

Application Number	Proposal	Decision
---------------------------	-----------------	-----------------

14/00070/CU	Change of use from offices (B1) to children's nursery (D1), creation of external play area and erection of new security fence	Permitted
14/00071/LB	Listed building consent to facilitate the change of use from offices (B1) to children's nursery (D1) and erection of new security fence	Permitted

4.0 Consultation Responses

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

Consultee	Response
Conservation Officer	No objection

5.0 Principal National and Development Plan Policies

5.1 National Planning Policy Framework (NPPF)

Paragraph 17 - 12 Core Principles
 Paragraphs 67 and 68 – Requiring Good Design
 Paragraphs 131 to 134 – Conserving and Enhancing the Historic Environment

5.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs will be published in February, after which there will be a 6 week period for representations prior to the submission of the documents to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 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 2017, 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.

5.3 Development Management DPD

DM30 – Development affecting Listed Buildings
DM35 – Key Design Principles

6.0 Comment and Analysis

- 6.1 The key issue to consider in determining this Listed building application is whether the proposal is considered acceptable in terms of its impacts upon the historic fabric and architectural merit of the Grade II Listed building.
- 6.2 In accordance with the Listed Building and Conservation Areas Act, when considering any application that affects a Listed building, a Conservation Area or their setting, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the heritage asset or its setting. This is reiterated by policy DM30.
- 6.3 The existing rear courtyard walls allow penetrating damp to damage the internal plaster finish and provide minimal thermal insulation to the existing toilets to the ground floor. The proposed replacement render to the exterior and interior of the rear courtyard walls is required to improve thermal insulation, eliminate the penetrating damp and will improve the external appearance. The proposed installation of a door in the existing opening will enclose an external store. This will aid with the thermal insulation as the external store adjoins the existing toilets to the ground floor.
- 6.4 The proposed replacement render is to consist of a smooth self-coloured finish that is to match that of the adjacent ashlar stonework. The proposed door to be installed into the existing opening will be a framed, ledged, braced and battened softwood door that will be painted to match the existing paintwork. The proposed works are contained within the internal yard area that cannot be viewed from within the street scene. Therefore the replacement render and the installation of a door is not considered to impact or unduly harm the architectural significance of the Listed building, and is thought to be an enhancement which will help continue the use of the building.

7.0 Planning Obligations

- 7.1 Given the nature of the proposal there are no requirements for a legal obligation.

8.0 Conclusions

- 8.1 In conclusion, this proposal does not adversely affect the character of the Listed building and is thought to improve the thermal insulation and eliminate the penetrating damp that the building is experiencing. This will enhance the building and will help continue the use of the building. It is on this basis that Members are advised that the application can be supported.

Recommendation

That Listed Building Consent **BE GRANTED** subject to the following conditions:

1. Standard Listed building time limit
2. Development to accord to approved plans

Background Papers

None

Planning & Highways Regulatory Committee - Quarterly Reports

- (a) **Planning Application Determination Timescales**
The table provides performance figures for the determination of Major Applications, Minor Applications and Other Applications by Planning Officers in accordance with national timescales.

- (b) **Number of Planning Applications and Related Cases**
The table lists the number of planning applications and other planning application-related cases that are received by the Development Management Service per quarter.

- (c) **New Tree Preservation Orders Made**
The table lists the location of new Tree Preservation Orders (TPOs) made during the last quarter.

- (d) **Number of Applications for Works to Trees**
The table lists the number of Tree Works applications received in respect of protected trees (protected by TPO or by Conservation Area status)

- (e) **Planning Appeal Decisions**
The table lists the planning appeal decisions issued by the Planning Inspectorate during the last quarter.

- (f) **Planning Enforcement Casework**
The table lists the planning enforcement case turnover by Planning Enforcement Officers during the last quarter.

- (g) **Planning Enforcement Casework – Performance Standards**
The table lists the performance against planning enforcement standards stated in the Planning Enforcement Charter.

(a) Planning Application Determination Timescales

Period	Major Applications Determined In Time *	Major Applications Determined In Under 13 Weeks	Minor Applications Determined In Time *	Minor Applications Determined In Under 8 Weeks	Other Applications Determined In Time *	Other Applications Determined Under 8 weeks
Jan - Mar 2016	100%	57%	76%	64%	83%	81%
Apr - Jun 2016	100%	73%	83%	51%	95%	84%
Jul - Sep 2016	100%	60%	88%	64%	96%	83%
Oct – Dec 2016	100%	67%	96%	68%	99%	83%
Jan - Mar 2017	90%	67%	99%	64%	99%	70%
Apr - Jun 2017	100%	94%	100%	63%	99%	83%
Jul - Sep 2017	100%	90%	98%	91%	100%	90%
Oct – Dec 2017	100%	50%	98%	68%	100%	90%

Year	Major Applications Determined In Time *	Major Applications Determined In Under 13 Weeks	Minor Applications Determined In Time *	Minor Applications Determined In Under 8 Weeks	Other Applications Determined In Time *	Other Applications Determined Under 8 weeks
2012 Average	47%	47%	55%	55%	66%	66%
2013 Average	63%	59%	65%	65%	82%	82%
2014 Average	88%	75%	59%	58%	69%	68%
2015 Average	95%	64%	46%	43%	64%	63%
2016 Average	100%	65%	86%	62%	93%	83%
2017 Average	97.5%	75%	99%	71.5%	99.5%	83%

* Total applications determined in time includes those where the applicant and the local planning authority have agreed an extension of time.

Annual Average to Date Only

(b) Number of Planning Applications and Related Cases

	Jan-Mar 2016	Apr-Jun 2016	Jul-Sep 2016	Oct-Dec 2016	2016 TOTAL	Jan-Mar 2017	Apr-Jun 2017	Jul-Sep 2017	Oct-Dec 2017	2017 TOTAL
Major Applications	18	21	14	24	77	25	12	23	16	76
Minor Applications	63	93	79	87	322	70	78	88	52	288
Other Applications	188	194	189	171	742	183	207	188	168	746
Discharge of Planning Condition Applications	59	65	44	43	211	50	56	40	54	200
Non-Material Amendment Applications	14	16	12	18	60	12	11	14	9	46
Variation of Legal Agreement/Condition Applications	5	2	2	5	14	3	3	4	0	10
Prior Approval (Commercial/Householder PA, Flexible Use etc) Applications	15	19 *	11	9	54 *	14	11	9	13*	47*
TOTAL NUMBER OF DECISION-MAKING APPLICATIONS	362	410 *	351	357	1480 *	357	378	366	312	1413 *
Pre-Application, Consultations and EIA Screening/Scoping Opinions										
Environmental Screening and/or Scoping Opinions	5	8	2	6	21	8	2	8	5	23
Infrastructure Planning Commission Consultations	0	0	0	0	0	0	0	0	0	0
Pre/Post-Application Advice Submissions or Charged Meetings (inc. Specialist Heritage Advice)	54	35	33	36	158	31	40	50	54	175

* includes one Ecclesiastical Exemption application

(c) New Tree Preservation Orders Made

Tree Preservation Order Number	Date Made	Location	Extent of Protection
633 (2017)	04.10.17	Land North, Hornby Park High Scholl, Melling Road, Hornby	T1-T3
634 (2017)	05.10.17	Land South-East of Haweswater, Silverdale	W1
635 (2017)	10.10.17	Royal Lancaster Infirmary (West), Ashton Road, Lancaster	G1-G5
636 (2017)	20.11.17	42-44, Church Street, Lancaster	T1
637 (2017)	07.12.17	Burrow House, Burrow Heights Lane, Lancaster	T1-T6
638 (2017)	08.12.17	The Stables, Low Road, Halton	T1, T2

* T = Individual Tree; G = Group of Trees; W = Woodland of Trees; A = Area of Trees.

(d) Number of Applications for Works to Trees

	Applications for Works to Trees Protected by Tree Preservation Orders	Applications for Works to Trees Protected by Conservation Area Status
January-March 2016	15	21
April-June 2016	22	12
July-September 2016	23	22
October-December 2016	22	23
TOTAL APPLICATIONS 2016	82	78
January-March 2017	18	19
April-June 2017	21	25
July-September 2017	18	27
October-December 2017	16	19
TOTAL APPLICATIONS 2017	73	90

(e) Planning Appeal Decisions

Application Number	Application Site	Proposal	Appeal Decision
13/00564/UNAUTU	Moorlands Hotel, Quarry Road, Lancaster	Appeal against Enforcement Notice – Use of building for residential use (student accommodation)	Appeal Dismissed Enforcement Notice upheld
13/00564/UNAUTU	Moorlands Hotel, Quarry Road, Lancaster	Appeal against Enforcement Notice – Erection of staircase and elevated platform with screen fencing	Appeal Dismissed Enforcement Notice upheld — date for compliance varied
16/00570/FUL	Brookside, Whams Lane, Bay Horse	Demolition of agricultural building, erection of a detached residential dwelling, a garage/workshop, installation of solar array panel, erection of two polytunnels and creation of an attenuation pond	Appeal Allowed
16/00201/UNAUTD	52 Golgotha Road Lancaster	Appeal against Enforcement Notice to remove rear extension	Enforcement Notice upheld – date for compliance varied.
17/00466/CU	Sea View, Ringstones Lane, Lowgill	Change of use and conversion of redundant agricultural buildings to a single storey dwelling and a domestic storage and garage	Appeal Allowed
16/01237/OUT	87 White Lund Road Morecambe	Outline application for the erection of up to 9 dwellings with associated access	Appeal Dismissed
16/01250/FUL	Irving House, Northgate, White Lund, Morecambe	Retrospective application for the change of use from sale of motor vehicles into gymnasium (use class D2)	Appeal Dismissed Enforcement Notice upheld — date for compliance varied
16/01250/FUL	Irving House, Northgate, White Lund, Morecambe	Retrospective application for the change of use from sale of motor vehicles to one-to-one training facility	Appeal Dismissed

Note – 2 other appeals were withdrawn by the appellant during the last Quarter (Middle Highfield, Aughton; and Hampson House, Ellel)

(f) Planning Enforcement Casework – Volume and Breakdown of Cases

Period	Number of Current Live (Allocated) Enforcement Cases (at the time of compiling this table)								New Cases Received Within the Quarter	Closed Cases Within the Quarter
	Breach of Condition	Conflicts with Approved Plans	(Separate) Conservation Area Development	Unauthorised Adverts	Unauthorised Development	Unauthorised Use	Untidy Land (& Tipping)	Works Affecting a Listed Building		
Jan – Mar 2016 *	-	-	-	-	-	-	-	-		
April-June 2016 *	-	-	-	-	-	-	-	-		
Jul - Sep 2016 *	-	-	-	-	-	-	-	-		
Oct - Dec 2016	33	20	2	28	89	53	20	19	71	99
Jan - Mar 2017	32	19	2	31	92	62	24	43	113	75
Apr - Jun 2017	38	14	3	28	85	73	25	30	107	88
Jul - Sep 2017	43	23	3	40	93	85	26	27	116	90
Oct - Dec 2017	37	23	4	36	88	80	22	28	70	87

* Data sets not compiled until October 1st 2016.

(g) Planning Enforcement Casework – Performance Standards

Period	Breaches Remedied Within 60 Working Days	% of Cases closed within the Quarter, where the Initial Investigations were concluded within Enforcement Charter Standards	% of Cases where Notice Compliance Site Visits Occurred Within 5 Working Days	Number of New Notices Issued by Enforcement Officers
Jan – Mar 2017	36%	80%	50%	3
April-June 2017	30%	64%	100%	9
Jul – Sep 2017	40%	56%	75%	6
Oct – Dec 2017	43%	53%	50%	0
2017 AVERAGE/ TOTALS	37%	63%	69%	4.5
Jan - Mar 2018				
Apr - Jun 2018				
Jul - Sep 2018				
Oct - Dec 2018				
2018 AVERAGE/ TOTALS				

LANCASTER CITY COUNCIL

APPLICATION NO	DETAILS	DECISION
17/00058/DIS	TNT Garage, Hornby Road, Caton Discharge of conditions 6, 7, 8, 9, 10, 11, 12 and 13 on application allowed on appeal 14/00768/OUT for Mulbury Homes Limited & Regenda Limited (Lower Lune Valley Ward 2015 Ward)	Application Permitted
17/00169/DIS	Land Adjacent, Campbell Drive, Lancaster Part discharge of condition 15 and discharge of conditions 16 and 17 on approved application 16/01470/VCN for Ms Sarah Woolner (Bulk Ward 2015 Ward)	Application Permitted
17/00181/DIS	Lancaster University Management School, Gillow Avenue, Bailrigg Discharge of conditions 3, 4, 5 and 6 on approved application 17/00308/FUL for Mr Mark Swindlehurst (University And Scotforth Rural Ward)	Initial Response Sent
17/00191/DIS	6 Middle Highfield, Aughton, Lancaster Discharge of part of condition 3 on approved application 17/00504/FUL for Mrs Patricia Rose (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/00193/DIS	Cityblock 4, Penny Street, Lancaster Discharge of condition 14 on approved application 15/01618/VCN for Mr Trevor Bargh (Castle Ward 2015 Ward)	Application Permitted
17/00194/DIS	Tanner Bank, Farleton Old Road, Farleton Discharge of part of condition 6 on approved application 14/01026/FUL for Natfarm Ltd (Lower Lune Valley Ward 2015 Ward)	Application Permitted
17/00195/DIS	5 - 11 Brock Street, Lancaster, Lancashire Discharge of conditions 4, 5, 6, 8, 13, 15, 17, 18, 19 on approved application 14/00961/CU for Mr Inayat Munshi (Castle Ward 2015 Ward)	Split Decision
17/00196/DIS	Land Adjacent To , Bulk Road, Lancaster Discharge of condition 33 on approved application 16/01084/FUL for Eric Wright Construction (Bulk Ward 2015 Ward)	Split Decision
17/00200/DIS	Lune Valley Lawnmowers, Sylvester Street, Lancaster Discharge of condition 3 on approved application 16/01150/FUL The Applicant would like to agree an 'alternative timetable' that allows for the demolition of the existing buildings ahead of carrying out the next stages of testing that are required to satisfy Condition 3. This will allow Sub Surface to have better access to the site in order to carry out the testing. for Mr K Jayousi (Castle Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/00207/DIS	Land Adjacent Marine Road Central, Marine Road West And Sandylands Promenade , Morecambe, Lancashire Discharge of conditions 4, 5, 6, 7 and discharge of condition 8 (relating to phase 3), on approved application 17/00304/FUL for Lancaster City Council (Harbour Ward 2015 Ward)	Initial Response Sent
17/00596/FUL	South Lakeland Caravans, Milnthorpe Road, Yealand Redmayne Demolition of existing office building, erection of a new office building and the reconfiguration of the site to allow for the continued display of and sale of caravans for Pure Leisure Group (Silverdale Ward 2015 Ward)	Application Permitted
17/00828/CU	Mill View Farm, Mill Lane, Bolton Le Sands Demolition of the existing storage buildings to facilitate the redevelopment of existing site for a new build 3 bed dwelling and change of use of land to provide associated access, domestic garden and foul drainage for Mr And Mrs Wood (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01111/FUL	Jasmine Cottage, 7 Silverdale Road, Yealand Redmayne Change of use of existing outbuilding to dwelling and erection of a part single storey, part two storey rear extension for Mr Simon Whitfield (Silverdale Ward 2015 Ward)	Application Withdrawn
17/01179/FUL	Land Adjacent To Highfield, Wagon Road, Dolphinholme Erection of a detached dwelling with associated access for B Lupton (Ellel Ward 2015 Ward)	Application Permitted
17/01194/FUL	Fleets Farm, Fleet Lane, Gressingham Change of use of agricultural land to create an outdoor menage and construction of a replacement access bridge for Mr Leonard Metcalfe (Upper Lune Valley Ward 2015 Ward)	Application Permitted
17/01241/CU	55-57 Balmoral Road, Morecambe, Lancashire Change of use of 2 houses in multiple occupation (C4) to create 4 2-bed and 2 3-bed apartments (C3) for Mr David Lynch (Harbour Ward 2015 Ward)	Application Permitted
17/01242/CU	67-69 Balmoral Road, Morecambe, Lancashire Change of use of 2 houses in multiple occupation (C4) to create 4 2-bed and 2 3-bed apartments (C3) for Mr David Lynch (Harbour Ward 2015 Ward)	Application Permitted
17/01243/FUL	Avalon, Haverbreaks Road, Lancaster Erection of a single storey front and side extension, two storey rear extension and raised terrace for Mr & Mrs M Talbot (Scotforth West Ward 2015 Ward)	Application Permitted
17/01250/FUL	Sunderland Brows Farm, First Terrace, Sunderland Point Erection of a conservatory to the front elevation for Mr And Mrs Hargreaves (Overton Ward 2015 Ward)	Application Permitted
17/01266/FUL	23 Marine Drive, Hest Bank, Lancaster Erection of a single storey side extension and construction of a hip to gable roof extension with a dormer extension to the rear elevation for Mr C Horrax (Bolton And Slyne Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01313/VCN	Mellishaw North Development Site, Mellishaw Lane, Heaton With Oxcliffe Erection of a gas fuelled generator plant with associated ancillary buildings and a 2.4 metre high security fence and 4 metre high acoustic fence (Pursuant to the variation of condition 2 on planning permission 16/00439/FUL to amend approved plans) for Mr Simon Iyob (Westgate Ward 2015 Ward)	Application Permitted
17/01321/FUL	Riverside Cottage, Low Road, Halton Erection of a single storey side and rear extension and a two storey rear extension with a balcony for Mr & Mrs Cadman (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/01326/FUL	1 Stevant Way, White Lund Industrial Estate, Morecambe Erection of a double height extension to existing warehouse for Mr Brakewell (Westgate Ward 2015 Ward)	Application Permitted
17/01329/FUL	290 Bowerham Road, Lancaster, Lancashire Erection of a two storey side extension for Mr & Mrs A Townley (Scotforth East Ward 2015 Ward)	Application Permitted
17/01333/FUL	3 Park Meadow, Lancaster, Lancashire Erection of a detached shed to the rear for Mr Michael Woodruff (Scotforth West Ward 2015 Ward)	Application Permitted
17/01339/LB	103 - 105 Penny Street, Lancaster, Lancashire Listed Building application for the fitting of 4 non illuminated fascia signs for Mr Timothy Noy (Castle Ward 2015 Ward)	Application Permitted
17/01349/FUL	Red Door, Church Brow, Halton Installation of a replacement roof, extension of ancillary residential accommodation into barn mezzanine level, widening of a first floor window to the rear elevation, installation of secondary glazing to the first floor windows, installation of a satellite dish and aerial, removal of the rear chimney, insertion of 5 roof lights and doorway, fitting of fixings for hanging sign and glazed lantern, construction of decking fencing and gate on roof terrace for Mr & Mrs William Norris (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/01350/LB	Red Door, Church Brow, Halton Listed Building application for the installation of a replacement roof, extension of ancillary residential accommodation into barn mezzanine level, new downpipes, guttering and windows, widening of a first floor window to the rear elevation, installation of secondary glazing to the first floor windows, cleaning and repointing stonework, installation of a satellite dish and aerial, removal of the rear chimney, insertion of 5 rooflights and doorway, fitting of a new hanging projection sign and glazed lantern, construction of decking fencing and gate on roof terrace, removal and relocation of internal walls, removal of plaster and repointing of internal walls, and replacement of a plasterboard ceiling for Mr & Mrs William Norris (Halton-with-Aughton Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01353/CU	49A Scotforth Road, Lancaster, Lancashire Change of use of a first floor residential student flat (C3) to hair and beauty treatment rooms (A1) to be incorporated into the existing hairdressers on ground floor for Mr R Marsden (Scotforth East Ward 2015 Ward)	Application Permitted
17/01355/FUL	31 Arrow Lane, Halton, Lancaster Retrospective application for the retained change of use of agricultural land to domestic garden and barn to domestic storage for Mr S. Menzies (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/01356/FUL	2 Elm Avenue, Galgate, Lancaster Erection of a single storey front extension and single storey rear extension for Mr & Mrs C. Hughes (Ellel Ward 2015 Ward)	Application Permitted
17/01358/FUL	Land To The Rear Of Kirklands And Hanging Green Lane, Hest Bank, Lancashire Erection of 2 dwellings and creation of an access road with associated landscaping for Daffodil Homes (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01359/CU	22 - 24 Albert Road, Morecambe, Lancashire Change of use of upper floor ancillary flats into two 2-bed self-contained flats (C3) including creation of new entrance, installation of new shopfronts and replacement windows for Mr N Higginson (Harbour Ward 2015 Ward)	Application Permitted
17/01364/FUL	Balderstones, Abbeystead Lane, Abbeystead Change of use of agricultural land to domestic curtilage and conversion of attached agricultural barn to provide additional living space for existing dwelling and erection of a 5.5 meter tall pole to facilitate an owl roosting box. for Mr Douglas Williams (Ellel Ward 2015 Ward)	Application Permitted
17/01365/FUL	Harestones, Crimbles Lane, Cockerham Erection of agricultural building to provide shelter for livestock and storage for agricultural machinery for Mr Henry Wild (Ellel Ward 2015 Ward)	Application Permitted
17/01370/LB	Capernwray Hall, Borwick Road, Capernwray Listed building application for the installation of a partition wall and associated soundproofing, doors, suspended ceiling and recessed light fittings, relocation of stone step, removal of glazing and timber panel from central arch and renovation of columns and arches for Mr Jonathan Halsey (Kellet Ward 2015 Ward)	Application Permitted
17/01373/CU	Ladycroft, Wyresdale Road, Quernmore Change of use of agricultural land to domestic garden for Mr & Mrs MW & GS Barton (Lower Lune Valley Ward 2015 Ward)	Application Refused
17/01374/OUT	Land Adjacent Burrow House, Burrow Heights Lane, Lancaster Outline application for the erection of 2 residential dwellings and associated access for Mr & Mrs W Barker (University And Scotforth Rural Ward)	Application Refused
17/01375/FUL	6 Buckingham Place, Morecambe, Lancashire Erection of two storey side extension for Mr James Cunningham (Harbour Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01376/FUL	54 Parkfield Drive, Lancaster, Lancashire Retrospective application for the retention of a raised decked platform for Mr & Mrs Rawcliffe (Scotforth West Ward 2015 Ward)	Application Permitted
17/01378/FUL	13 Rushley Drive, Hest Bank, Lancaster Erection of a single storey front extension, single storey rear extension, erection of a detached garage to replace existing and creation of a new vehicular access point for Kenyon / Dewhurst (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01379/FUL	49A Moorside Road, Brookhouse, Lancaster Erection of single storey rear extensions, changes to external materials and erection of a replacement carport for Miss Laura Newtown (Lower Lune Valley Ward 2015 Ward)	Application Permitted
17/01380/PAC	Ireby Green, Woodman Lane, Ireby Prior approval notification for the change of use of existing agricultural barn to a farm shop (A1) for Mr John Welbank (Upper Lune Valley Ward 2015 Ward)	Prior Approval Granted
17/01381/FUL	Far Waterslack Barn, Waterslack Road, Silverdale Demolition of open pole barn building, timber garage and part of barn to facilitate the change of use of the barn and outbuilding to a dwelling (C3), erection of a single storey link building between the barn and outbuilding, construction of a new boundary wall and creation of a new access for Mr Barber (Silverdale Ward 2015 Ward)	Application Withdrawn
17/01386/FUL	4 Warley Drive, Morecambe, Lancashire Erection of a two storey side extension and a single storey rear extension for Mrs Kelly Foster (Torrisholme Ward 2015 Ward)	Application Permitted
17/01387/FUL	9 East Road, Lancaster, Lancashire Removal of pitched roof over two storey rear outrigger to form a roof terrace, erection of a glazed balustrades and insertion of door on rear elevation for Mrs S Thompson (Bulk Ward 2015 Ward)	Application Refused
17/01388/CU	2 Burnsall Avenue, Heysham, Morecambe Change of use of property (C3) to mixed use residential/childminder business (C3/D1) for Jo And Chris Childcare (Heysham Central Ward 2015 Ward)	Application Permitted
17/01391/FUL	6 Hatlex Hill, Hest Bank, Lancaster Erection of a single-storey glass canopy to rear elevation of property for Mr & Mrs Scarr (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01394/FUL	Moss View, New Road, Warton Construction of a raised pitched roof on existing attached store to facilitate the conversion to living space and erection of a single storey outbuilding at lower ground floor level for Mr & Dr Wooldridge (Warton Ward 2015 Ward)	Application Permitted
17/01397/VCN	75 Silverdale Road, Yealand Redmayne, Carnforth Demolition of existing bungalow and erection of a two storey dwelling (pursuant to the variation of condition 2 and 3 on planning permission 17/00099/FUL to amend the approved plans and to confirm proposed building materials) for Mr Paul Darlington (Silverdale Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01400/FUL	17 Vicarage Avenue, Brookhouse, Lancaster Demolition of existing rear single storey extension and detached garage and erection of a replacement single storey rear extension and an attached garage to the side for Mr & Mrs Cruickshank (Lower Lune Valley Ward 2015 Ward)	Application Permitted
17/01409/FUL	Kinlochmore, 2A Greenwood Crescent, Bolton Le Sands Erection of a single storey rear extension and installation of a raised roof on existing garage for Mr And Mrs J And C Stott Courtney (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01412/FUL	7 West End Road, Morecambe, Lancashire Retrospective application for the installation of a roller shutter for Mrs Connor (Harbour Ward 2015 Ward)	Application Refused
17/01415/CU	City Block 4, Penny Street, Lancaster Change of use of ground floor retail units from mixed use (A1 and A2) to mixed use (A1, A2 and A3) for Mr Trevor Bargh (Castle Ward 2015 Ward)	Application Permitted
17/01416/FUL	Mulberry Manor, Low Road, Halton Demolition of existing conservatory, erection of a single storey rear extension and erection of a front porch for Mr & Mrs R Whitaker (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/01420/PAM	Monteagle Drive, Hornby, Lancashire Prior approval application for the installation of a 12.8m smart metering street-works pole with 1 antenna, 1 equipment cabinet and 1 meter cabinet for Arqiva Ltd (Upper Lune Valley Ward 2015 Ward)	Prior Approval Granted
17/01422/FUL	Research House, 10A Caton Road, Lancaster Change of use of office (B1) to veterinary practice (D1), installation of air conditioning units to the side elevation and erection of fencing to the front and side elevation to form exercise yard for Mr Stephen Bucknell (Bulk Ward 2015 Ward)	Application Withdrawn
17/01424/FUL	Bishops Cross Building, University Of Cumbria, Bowerham Road Installation of replacement windows and doors for Mr Nigel Beeden (John O'Gaunt Ward 2015 Ward)	Application Permitted
17/01432/CU	Higher Barn, Aughton Road, Aughton Change of use of offices (B1) to two dwellings (C3) for Mr Jeffrey Metcalfe (Halton-with-Aughton Ward 2015 Ward)	Application Refused
17/01434/FUL	Higher Barn, Aughton Road, Aughton Change of use of joiners workshop , associated store/office, caretakers accommodation and associated land to 6 residential properties, change of use of agricultural land to gardens and stables to domestic garages, installation of new windows, doors and roof lights, demolition of part of building and creation of parking areas and landscaping for Mr Jeffrey Metcalfe (Halton-with-Aughton Ward 2015 Ward)	Application Refused
17/01438/FUL	80 Broadway, Morecambe, Lancashire Erection of a single storey rear extension and extension to the existing garage for Mr D Hartley (Bare Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01444/FUL	Burton House, Aughton Brow, Aughton Erection of a two storey side extension, first floor extension over existing garage and porch for Mr And Mrs Keeler (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/01445/CU	59 King Street, Lancaster, Lancashire Change of use of retail unit (A1) to a coffee shop and bar (A3/A4) for Mr Jeff Marshall (Castle Ward 2015 Ward)	Application Permitted
17/01447/PLDC	Dale Barns, Kellet Lane, Nether Kellet Proposed lawful development certificate for a single storey rear extension for Mr Whitaker (Kellet Ward 2015 Ward)	Lawful Development Certificate Granted
17/01448/FUL	Mill House Farm, Millhouses Road, Tatham Erection of a single storey rear extension for Mr & Mrs J Kenyon (Lower Lune Valley Ward 2015 Ward)	Application Permitted
17/01453/CU	Ellel House, Chapel Lane, Galgate Change of Use of 1 residential apartment (C3) to create 3 additional bedrooms for existing residential nursing home (C2) for Mr Hillcroft Nursing Homes (Ellel Ward 2015 Ward)	Application Permitted
17/01454/LB	Ellel House, Chapel Lane, Galgate Listed building application for works to facilitate the change of use of 1 residential apartment to create 3 additional bedrooms for existing residential nursing home and internal alterations to 2 bedrooms at first floor for Mr Hillcroft Nursing Homes (Ellel Ward 2015 Ward)	Application Permitted
17/01455/PLDC	87 Fulwood Drive, Morecambe, Lancashire Proposed lawful development certificate for the erection of a single storey rear extension for Mr J. Brown (Torrisholme Ward 2015 Ward)	Application Withdrawn
17/01456/FUL	7 Lonsdale Road, Hest Bank, Lancaster Erection of a single storey side extension for Mr & Mrs Stephenson (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01461/FUL	Lancaster Environment Centre Atrium, Library Avenue, Bailrigg Installation of a replacement roof to the atrium, installation of two air handling units on the roof and associated duct work for Lancaster University (University And Scotforth Rural Ward)	Application Permitted
17/01463/FUL	68 Prospect Street, Lancaster, Lancashire Erection of a single storey rear extension for Mr & Mrs McGhie (John O'Gaunt Ward 2015 Ward)	Application Permitted
17/01466/FUL	38 Lister Grove, Heysham, Morecambe Erection of raised decking area to the rear for Mrs Jane Shaw (Heysham South Ward 2015 Ward)	Application Permitted
17/01469/FUL	66 Marine Drive, Hest Bank, Lancaster Erection of ground floor rear and front extensions for Mr Paul Bellwood (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01473/CU	The Hayloft Barn, Ashton Road, Ashton With Stodday Change of use of part of existing dwelling to create one holiday unit for Mr And Mrs Clark (Ellel Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01474/FUL	64 Marine Drive, Hest Bank, Lancaster Erection of two-storey front and side extensions and single storey rear extension for Miss Eliza Bellwood (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01478/LB	Friends Meeting House, Yealand Road, Yealand Conyers Listed building application for the replacement of timber window frames and glazing, installation of insulated plasterboard and floor panels, installation of insulated window reveals and ceiling insulation, alterations to the ground floor layout and installation of oak doors, frames, architraves and skirting for Warden Sue Tyldesley (Warton Ward 2015 Ward)	Application Permitted
17/01481/LB	Storrs Cottage, Kirkby Lonsdale Road, Arkholme Listed Building application for removal and insertion of partition walls on ground floor and 2 rooflights on side lean-to for Mrs Julia Gaunt (Kellet Ward 2015 Ward)	Application Permitted
17/01483/FUL	38 Cockersand Drive, Lancaster, Lancashire Erection of a 2 storey side extension for Mr & Mrs Murray (Scotforth East Ward 2015 Ward)	Application Permitted
17/01484/FUL	397 Marine Road East, Morecambe, Lancashire Erection of a single storey rear extension, rear conservatory and construction of a balcony over existing basement garage to the rear for Mr & Mrs D. Cowherd (Poulton Ward 2015 Ward)	Application Permitted
17/01485/FUL	2 Atherton Road, Lancaster, Lancashire Erection of a single storey side extension for Mr & Mrs J Marsden (Marsh Ward 2015 Ward)	Application Permitted
17/01486/ADV	Aldi, Marine Road West, Morecambe Advertising application for the display of 4 externally illuminated fascia signs, 1 non-illuminated fascia sign, 1 externally illuminated poster sign and 1 externally illuminated double sided post mounted sign for Mr Stuart Parks (Harbour Ward 2015 Ward)	Application Permitted
17/01489/FUL	19 Vicarage Avenue, Brookhouse, Lancaster Demolition of detached garage and erection of single storey side extension for Mr & Mrs Benson (Lower Lune Valley Ward 2015 Ward)	Application Permitted
17/01494/AD	Land South Of Edenmount, Well Lane, Yealand Redmayne Agricultural Determination for an extension to existing agricultural building to create a machinery and feed store for Mr Roger Holgate (Silverdale Ward 2015 Ward)	Prior Approval Is Required
17/01497/EE	St Thomas And St Elizabeths R C Church, Main Road, Thurnham Ecclesiastical Exemption for repointing of spire, repair of stonework, repair and modifications to belfry chamber floor and repair of lychgate for The Historic Churches Committee (Ellel Ward 2015 Ward)	No Objections
17/01501/FUL	Brookside, 7 The Glen, Caton Demolition of existing detached garage to facilitate a vehicular access point and erection of a single storey side extension for Mr Philip Bargh (Lower Lune Valley Ward 2015 Ward)	Application Permitted

LIST OF DELEGATED PLANNING DECISIONS

17/01523/FUL	36A Prospect Drive, Hest Bank, Lancaster Erection of a two storey side extension, single storey rear extension and a front porch and garage extension and installation of a new roof over existing two storey side extension for Mr & Mrs R. Lawrence (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01525/FUL	27 St Margarets Road, Bolton Le Sands, Carnforth Construction of a dormer extension to the front elevation for Mr & Mrs P. Harvey (Bolton And Slyne Ward 2015 Ward)	Application Permitted
17/01536/PLDC	5 Sea View Close, Hest Bank, Lancaster Proposed lawful development certificate for the erection of a single storey rear extension for Mr Johnson Raby (Bolton And Slyne Ward 2015 Ward)	Lawful Development Certificate Granted
17/01553/FUL	61 St Wilfrids Park, Halton, Lancaster Erection of a part single part two storey front, side and rear extension for Mr & Mrs Hartley (Halton-with-Aughton Ward 2015 Ward)	Application Permitted
17/01565/FUL	8 Thirlmere Drive, Morecambe, Lancashire Erection of a single storey side extension for Mr Margerison (Harbour Ward 2015 Ward)	Application Permitted
17/01574/FUL	15 Jackson Close, Lancaster, Lancashire Erection of a first floor side extension over existing garage for Mr & Mrs I. Jowett (Marsh Ward 2015 Ward)	Application Permitted
17/01588/NMA	Street Record, Marine Road West, Morecambe Non material amendment to planning permission 17/00304/FUL to amend the approved plans for Lancaster City Council (Harbour Ward 2015 Ward)	Application Permitted
18/00005/PLDC	60 Barton Road, Lancaster, Lancashire Proposed lawful development certificate for the erection of a single storey rear extension for Mr & Mrs G. Hodgson (Scotforth East Ward 2015 Ward)	Lawful Development Certificate Granted