



FYLDE BOROUGH COUNCIL

Meeting Agenda

**Development Control
Committee
Council Offices, Derby Road,
Wesham
12 October 2005, 9.30a.m.**

Membership

Development Control Committee

CHAIRMAN - Harold Butler
VICE-CHAIRMAN - Barbara Pagett

Councillors	John Bennett	Councillors	Ray Norsworthy
	George Caldwell		Linda Nulty
	Kevin Eastham		Albert Pounder
	Dr. Trevor Fiddler		Heather Speak
	Richard Fulford-Brown		William Thompson
	Peter Hardy		Colin Walton
	Howard Henshaw (A.D.K MALAYSIA		Andrea Whittaker

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CORPORATE OBJECTIVES

The Council's investment and activities are focused on achieving our five key objectives which aim to :

- Conserve, protect and enhance the quality of the Fylde natural and built environment
- Work with partners to help maintain safe communities in which individuals and businesses can thrive
- Stimulate strong economic prosperity and regeneration within a diverse and vibrant economic environment
- Improve access to good quality local housing and promote the health and wellbeing and equality of opportunity of all people in the Borough
- Ensure we are an efficient and effective council.

CORE VALUES

In striving to achieve these objectives we have adopted a number of key values which underpin everything we do :

- Provide equal access to services whether you live in town, village or countryside,
- Provide effective leadership for the community,
- Value our staff and create a 'can do' culture,
- Work effectively through partnerships,
- Strive to achieve 'more with less'.



A G E N D A

PART I - MATTERS DELEGATED TO COMMITTEE

ITEM	PAGE
1. DECLARATIONS OF INTEREST: <i>In accordance with the Council's Code of Conduct, members are reminded that any personal/prejudicial interests should be declared as required by the Council's Code of Conduct adopted in accordance with the Local Government Act 2000.</i>	4
2. CONFIRMATION OF MINUTES: <i>To confirm as a correct record the minutes of the Development Control Committee meeting held on 21 September 2005 (previously circulated).</i>	4
3. SUBSTITUTE MEMBERS: <i>Details of any substitute members notified in accordance with council procedure rule 26.3</i>	4
4. OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT - LAND AT NINE ACRE NURSERY, HARBOUR LANE , WARTON	5
5. DEVELOPMENT CONTROL MATTERS	AS NUMBERED

REPORT

REPORT OF	MEETING	DATE	ITEM NO
UNIT BUSINESS MANAGER (BUILT ENVIRONMENT)	DEVELOPMENT CONTROL COMMITTEE	12 OCTOBER 2005	4

OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT LAND AT NINE ACRE NURSERY, HARBOUR LANE, WARTON

Public/Exempt item

This item is for consideration in the public part of the meeting.

Summary

This report request Members to reconsider a previous resolution to grant planning permission following revisions to the Fylde Borough Local Plan.

Recommendation/s

1. That the previous motion to support the granting of planning permission be overturned.
2. That Members authorise officers to contest the forthcoming public inquiry on the grounds that planning permission should be refused for the following reasons:

Executive brief

The item falls within the following executive brief[s]: Cllr R Small

Report

Members will recall that an outline planning application for residential development was considered by this Committee on 2 February 2005 when Members resolved to grant planning permission subject to referral to the Secretary of State as a departure from the adopted development plan. A copy of the original report is attached for Members information. The Secretary of State has now recovered the application for his consideration and the application will be determined following a public inquiry to be held on 6th & 7th December 2005.

Since the application was originally considered by this Committee, the Council has received the local plan Inspector's recommendations in regard to the revised housing chapter of the Fylde Borough Local Plan. As the review of the local plan is taking place under the interim

arrangements, the Inspector's recommendations are binding on the Council, i.e. the Council must accept the Inspector's proposed revisions. As the Inspector has made a number of significant revisions to the deposit draft originally published by the Council, your officers consider that it is appropriate for Members to reconsider this application and review the position of the Council at the pending inquiry.

As revised Policy HL1 of the plan now reads:

POLICY HL1

PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT WILL NOT BE GRANTED, EXCEPT WHERE:

- 1. THE PROPOSAL IS FOR AN AMENDMENT TO AN EXTANT PLANNING PERMISSION, PROVIDING THAT ANY INCREASE IN DWELLING NUMBERS PROVIDES A WIDER CHOICE OF HOUSING IN THE LOCALITY (COMPARED TO THE PREVIOUSLY PERMITTED SCHEME) IN TERMS OF SIZE AND TYPE OF DWELLING, AND AT LEAST 60% OF THE ADDITIONAL DWELLINGS ARE AFFORDABLE IN THE TERMS IDENTIFIED IN THE COUNCIL'S LATEST HOUSING NEEDS SURVEY; OR**
- 2. THE PROPOSAL IS FOR SMALL SCALE RURAL EXCEPTION SITE AFFORDABLE HOUSING IN ACCORDANCE WITH THE TERMS OF POLICY HL3; OR**
- 3. THE PROPOSAL RELATES TO EXISTING BUILDINGS AND/OR PREVIOUSLY DEVELOPED LAND WITHIN THE SETTLEMENT BOUNDARIES OF LYTHAM ST. ANNES OR KIRKHAM/WESHAM, AND AT LEAST 60% OF THE DWELLINGS PROPOSED WITHIN THE SCHEME ARE AFFORDABLE IN THE TERMS IDENTIFIED IN THE COUNCIL'S LATEST HOUSING NEEDS SURVEY. THE AFFORDABLE DWELLINGS SHOULD CONTINUE TO MEET LOCAL NEEDS OVER THE LONG TERM, AND TO SECURE THIS OBJECTIVE THE APPLICANT SHOULD ENTER INTO APPROPRIATE LEGAL AGREEMENTS OR OBLIGATIONS; OR**
- 4. THE PROPOSAL IS FOR HOUSING WHICH MEETS THE SPECIAL NEEDS OF VULNERABLE SECTIONS OF THE COMMUNITY WITHIN THE BOROUGH, AND WHICH WOULD CONTINUE TO MEET SUCH NEEDS OVER THE LONG TERM, INCLUDING SPECIALIST PROVISION FOR THE FOLLOWING GROUPS:**
 - THE FRAIL ELDERLY;**
 - THE DISABLED OR PEOPLE WITH A MENTAL HEALTH PROBLEM;**
 - VULNERABLE YOUNG PEOPLE, INCLUDING CHILDREN LEAVING CARE; OR**
- 5. THE PROPOSAL IS FOR THE DEVELOPMENT OF AN AGRICULTURAL OR OTHER OCCUPATIONAL DWELLING WHERE NEED HAS BEEN DEMONSTRATED BY THE APPLICANT; OR**
- 6. THE PROPOSAL IS FOR THE DEVELOPMENT OF REPLACEMENT OR OTHER DWELLINGS WHERE THIS WOULD NOT RESULT IN A NET INCREASE IN DWELLING UNITS IN THE BOROUGH; OR**
- 7. THE PROPOSAL IS FOR CONVERSIONS/CHANGES OF USE TO DWELLINGS OVER SHOPS AND OTHER COMMERCIAL PREMISES IN TOWN CENTRES WHERE THIS WOULD CONTRIBUTE TOWARDS REGENERATION OF THE AREA; OR**
- 8. THE PROPOSAL IS FOR THE CHANGE OF USE TO DWELLINGS OR BUILDINGS WHICH WERE FORMERLY DWELLINGS BUT HAVE BEEN GRANTED PLANNING PERMISSION FOR ANOTHER INTERVENING USE IN THE PERIOD SINCE 1ST APRIL 1947; OR**

9. **IT FORMS A KEY ELEMENT WITHIN A MIXED USE REGENERATION PROJECT OF SUFFICIENT BENEFIT TO THE BOROUGH AS A WHOLE TO OVERRIDE THE ISSUE OF QUANTITATIVE OVER-SUPPLY AND PROVIDING THAT A MAXIMUM QUANTITY OF AFFORDABLE HOUSING IS INCLUDED.**

APPLICATIONS TO RENEW EXISTING PLANNING PERMISSIONS WILL BE DETERMINED HAVING REGARD TO THIS POLICY.

HOUSING SCHEMES MUST INCLUDE A MIX OF HOUSING TYPES AND SIZES HAVING REGARD TO THE NEEDS OF THE COMMUNITY AND THE CHARACTER OF THE SITE AND ITS SURROUNDINGS.

IN RELATION TO 1 ABOVE, PERMISSIONS FOR A REVISED HOUSING SCHEME WILL BE GRANTED SUBJECT TO THE SAME COMMENCEMENT DATE CONDITIONS AS THE PARENT PERMISSION.

IN RELATION TO 2 AND 3 ABOVE, THE SIZE, TYPE AND TENURE OF THE AFFORDABLE DWELLINGS TO BE PROVIDED SHALL REFLECT THE NEEDS OF THOSE HOUSEHOLDS REQUIRING AFFORDABLE ACCOMMODATION IN ACCORDANCE WITH THE COUNCIL'S LATEST HOUSING NEEDS SURVEY.

IN RELATION TO 4 ABOVE, SHELTERED HOUSING WILL ONLY BE TAKEN TO BE 'SPECIAL NEEDS HOUSING' WHERE IT IS SPECIFICALLY DESIGNED AND OPERATED TO HOUSE ONE OF THE GROUPS IDENTIFIED ABOVE OR OTHER GROUPS WITH SIMILAR LEVELS OF NEED. FOR THE AVOIDANCE OF DOUBT, AGE RESTRICTED RETIREMENT HOMES AND SHELTERED HOUSING WITH A RESIDENTIAL WARDEN WOULD NOT CONSTITUTE "SPECIAL NEEDS HOUSING". THE DEVELOPMENT SHOULD MEET THE SPECIAL NEEDS OF RESIDENTS OF FYLDE BOROUGH AND SHOULD BE BASED ON UP-TO-DATE EVIDENCE OF NEED.

IN RELATION TO 8 ABOVE, THE NUMBER OF DWELLINGS TO BE CREATED MUST BE NO GREATER THAN THE NUMBER OF DWELLINGS FORMERLY ON THE SITE.

Members will note that exception 3 has been amended from the "Deposit Draft" of the plan in that the exception now relates to 60% of the properties being provided as affordable dwellings as opposed to the majority. More importantly, however, the exception now only relates to the settlements of Lytham, St Annes, Kirkham and Wesham

As the application site is situated on the edge of the settlement of Warton and an element of the housing provision in the application is proposed as a market housing, the proposal is contrary to the provisions of the revised Policy HL1 of the local plan.

The Inspector has allowed for some residential development to take place outside the main settlements. Policy HL3 of the revised plan relates to small scale housing adjacent to rural settlements and now reads:

POLICY HL3

SMALL SCALE HOUSING PROPOSALS IN OR ADJACENT TO RURAL VILLAGES ON SITES WHICH WOULD HELP TO REDRESS AN IDENTIFIED LOCAL SHORTAGE OF AFFORDABLE HOUSING WILL BE PERMITTED AS AN EXCEPTION TO NORMAL PLANNING POLICIES, SUBJECT TO THE FOLLOWING CRITERIA:

1. **THE PROPOSED DWELLINGS WOULD CONTINUE TO MEET LOCAL NEEDS FOR AFFORDABLE HOUSING IN PERPETUITY AND WOULD NOT BE OFFERED FOR SALE ON THE OPEN MARKET SUCH THAT THE BENEFIT TO THE COMMUNITY WOULD BE LOST ON ANY SUBSEQUENT RE-SALE; AND THE APPLICANT ENTERS INTO**

APPROPRIATE LEGAL AGREEMENTS OR OBLIGATIONS WHICH WILL SECURE THESE OBJECTIVES;

- 2. HOUSING USE IS COMPATIBLE WITH EXISTING ADJACENT AND NEARBY LAND USES;**
- 3. THE SITE IS SMALL AND IS WELL RELATED TO THE EXISTING BUILT UP AREA OF THE VILLAGE; AND**
- 4. THE PROPOSAL IS ACCEPTABLE HAVING REGARD TO ENVIRONMENTAL, LANDSCAPE, SUSTAINABILITY, AND BIODIVERSITY CONSIDERATIONS, AND ALL NORMAL DEVELOPMENT CONTROL CRITERIA.**

GENERAL MARKET HOUSING, OR MIXED DEVELOPMENTS WHERE GENERAL MARKET HOUSING IS PROPOSED AS PART OF THE SCHEME TO CROSS-SUBSIDISE AFFORDABLE HOUSING WILL NOT BE PERMITTED

As this application includes an element of market housing, it does not fall within the provisions of this policy. Were the applicant to revise the application in order to ensure that 100% of the proposed properties proposed were to be provided as affordable properties, the proposal would still fail to meet the provisions of Policy HL3 in that the site cannot be regarded as “small scale” as it extends to some 2.78 ha.

The revisions to the local plan also sought to redraw the boundary of the settlement edge to exclude the application site. The Inspector has agreed to the proposed redrafting and the site is now outside the settlement boundary of Warton. As such the proposal would also fall to be determined against Policy SP2 which seeks to restrict development outside established settlements unless it meets with certain criteria. As such the proposal would also be contrary to the provisions of Policy SP2.

Although the proposal complies with the Supplementary Planning Guidance on New Residential Development in Fylde Borough and the Deposit Edition of the revised housing chapter to the Fylde Borough Local Plan, the Inspector has made significant changes to the plan which mean that the proposal is now contrary to Policy HL1 of the plan. As any planning application must be determined in accordance with the policy in force at the time the decision is made, Members are recommended to reconsider the previous resolution to grant planning permission.

In addition to considering the development plan policy in force in the area, the decision maker must also have regard to any other material considerations that would warrant the determination of an application contrary to the provisions of the development plan. In the case of this particular application, it is considered that there are two such considerations.

Firstly, at the time the application was submitted, the proposal was in accordance with the provisions of emerging policy contained in the SPG and revised housing chapter. This argument has been put forward in regard to a number of appeals that were considered following the original introduction of the SPG on housing supply. In each of these appeals, the Inspector was sympathetic to the appellant’s claim, but on each occasion the Inspector noted that planning policy is an evolutionary process and considered that the appeals should be determined in accordance with the revised policy.

Secondly, the proposal would help meet an identified need for affordable housing in the Warton area. In regard to this issue, the matter was considered at the local plan inquiry, where the Inspector concluded that the inclusion of Policy HL3 as set out above would provide for this identified need.

In conclusion, your officers are of the opinion that there are no material considerations that outweigh the policy presumption against the proposal. As such Members are recommended to overturn the previous resolution to grant planning permission and to authorise officers to make representations at the forthcoming inquiry on the basis that planning permission ought to be

refused as the proposal is contrary to the provisions of Policy HL1 and Policy SP2 of the revised local plan.

IMPLICATIONS	
Finance	NONE
Legal	NONE
Human Rights and Equalities	NONE
Sustainability	NONE
Health & Safety and Risk Management	NONE

Report Author	Tel	Date	Doc ID
MARK EVANS	(01253) 658460	OCTOBER 2005	

Attached documents

Committee report form 2nd February 2005

Development Control Committee Schedule 02 February 2005

Item Number: 1

Application Reference: 04/0261	Type of Application: Outline Planning Permission
Applicant: MR & MRS J CARTMELL	Agent : GOODYEAR & WILLIAMS
Location: LAND AT NINE ACRE NURSERY, HARBOUR LANE, WARTON	
Proposal: OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT	
Parish: Bryning with Warton	Area Team: Area Team 1
Weeks on Hand: 43	Case Officer: Mr D Shepherd
Reason for Delay: Awaiting outcome of site surveys to establish presence of Great Crested Newts.	

Summary of Recommended Decision: Granted

Summary of Officer Recommendation

The proposal complies with adopted plan policies in both the Lancashire Structure Plan and the Fylde Borough Local Plan and the Councils SPG, "New Residential Development in Fylde Borough."

The proposal will provide affordable housing provision on a site that has good links to the village of Warton and is immediately adjacent to the edge of the existing built development.

The Parish Council support the proposal and your officers feel that this is an ideal site for such provision which will physically provide the affordable housing on site rather than by way of a commuted sum.

Reason for Reporting to Committee

Due to the major nature of the application proposal and the fact that proposed changes to the limits of development of Warton village have an impact on this proposal.

Site Description and Location

The application site is currently an horticultural nursery (Nine Acres Nursery). It is mainly green field with some glass houses on it.

To the east and south of the site is residential development, to the north and west are fields.

The site is within the limits of development of Warton as detailed on the proposals map of the adopted local plan.

Details of Proposal

The application is for residential development which would provide for the majority of the housing numbers to be for affordable housing. (in line with exemption 10 of the New Residential Development in Fylde Borough, SPG, adopted in September 2004).

The application is a red edge outline with no matters specifically applied for at this stage.

Relevant Planning History

Application No	Development	Decision	Date
87/0181	DETACHED DWELLING WITH GARAGE		
91/0900	ERECTION OF GLASSHOUSES	Granted	26/02/1992
92/0476	EXTENSION TO EXISTING GLASSHOUSES	Granted	12/08/1992
98/0648	OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT	Withdrawn by Applicant	11/02/1999
99/0475	RE-SUBMISSION OF APPLICATION NO. 5/98/648 FOR OUTLINE PERMISSION FOR	Withdrawn by Applicant	16/12/2003

Parish Council Observations

Bryning with Warton Parish Council :

Specifically support the proposal.

Statutory Consultees

County Highway Authority

The applicant will need to demonstrate that a visibility splay of 4.5 metres by 90 metres can be provided within the application site. Also, comments that car parking should be at an average of 1.5 spaces per unit across the site. The Highway Authority have asked for a detailed drawing to show that the visibility splay can be provided.

OFFICER NOTE: The above Comments relate to earlier submission drawings. The applicant has submitted revised plans that demonstrate that the visibility can be provided in accordance with the Highway Authority's requirements.

BAe Systems

No objections to the proposals

Ministry of Defence

No objections to the proposals.

Lancashire Wildlife Trust

Unable to comment due to staffing issues.

County Ecologist

Two ponds known to support Great Crested Newts are situated in close proximity to the application site area. Newts are protected species under the Wildlife and Countryside Act 1981 as amended and the Conservation (Natural Habitats, etc) Regulations 1994.

If Great Crested Newts are found to be present, the population size needs to be evaluated. The applicant would then need to provide a method statement detailing and demonstrating how the species can be maintained in a favourable conservation status during and after the development.

In determining the application the Council should have regard to the appropriate conditions and tests in Conservation, Natural Habitats etc Regulations 1994. If the Council are minded to approve the application conditions should be applied which ensure that measures are employed to conserve the favourable conservation status of the great crested newt which should include a programme of monitoring. The developer will also require a licence issued by DEFRA before any works can proceed.

It is also recommended that a water vole survey be undertaken as this species have been recorded in the vicinity. It is an offence to damage, destroy or obstruct access to a structure or place which water voles use for shelter or protection, or disturb voles using such places.

County Planning Authority

The Environment Director considers the proposal to be contrary to the deposit Joint Lancs Structure Plan (dJLSP).

The dJLSP identifies this site as countryside. LCC maintain that there are sufficient planning permissions to meet housing requirements in Fylde until 2006.

The joint structure planning authorities have received a report from the Examination in Public, that recommends that planning applications which make an essential contribution to the supply of affordable housing or special needs housing, may be approved despite an oversupply.

English Nature

Great Crested Newts may be present in the area and these are a protected species under the Wildlife & Countryside Act 1981 (as amended) and under the Conservation (Natural Habitats etc) Regs 1994.

A report has been put forwards by the applicant's Environmental Consultants and this outlines proposals for Great Crested Newt mitigation measures. These measures are acceptable and appear adequate and in line with English Natures Great Crested Newt mitigation guidelines (2001).

As such English Nature have no outright objection to the grant of an outline application for residential development. This is subject to various conditions concerned with further survey work in spring 2005, licensing from DEFRA, any mitigation measures being implemented in full for a period of ten years and secured by way of a S 106 agreement (as may be identified by the further survey work) and work carried out by a suitably qualified person and land available for a newt mitigation area.

A licence by DEFRA will only be granted following consultation with English Nature (which has taken place) and after the grant of a planning permission, with appropriate conditions imposed.

Observations of Other Interested Parties

FBC Housing Manager

I think that the location of the site is suitable for the provision of affordable housing in that it is sufficiently close to the village and its amenities.

The site will, I am sure, be subject to a majority provision of affordable housing in compliance with the latest supplementary planning guidance and will therefore provide a significant contribution to the local need.

There is an identified unmet need in the locality that was demonstrated by the 2002 Housing needs survey carried out on behalf of the Council by Fordham Research Ltd. This survey indicated a need to provide an additional 420 affordable units per annum across the Borough. In relation to this application, the site lies within the survey sub area of Freckleton/Warton. The identified need for this sub area is an additional affordable provision of 28 units per annum for the five year period from 2002 i.e. a total of 140 units. I am not aware of any provision since the survey so there is still a need for 140 units in the sub area.

FBC Local Plans Manager

I refer to previous discussions and memorandum on this application. The provision of affordable housing is to be made in accordance with exemption 3 of the adopted SPG. It is a collective view from DC colleagues, the Built Environment Manager and myself that very significant weight should be placed on the provision of affordable housing offered by the applicant.

The applicant met with myself some time ago to discuss possible alternative sites for housing within the Warton/Freckleton sub area. The applicant has submitted a report on three sites identified by the Urban Capacity Study over 0.4 hectares. The report concludes that these sites are unlikely to come forwards before 2007, and even if they did they would not provide 140 affordable dwellings as identified by the Housing Needs survey as required up to 2007.

In conclusion there is nothing in the applicants survey/report that I would not agree with and I feel it is right to afford significant weight to the provisions of the proposed affordable housing in the determination of this application.

CPRE

Object to the proposal on the following grounds;

- it is a greenfield site and priority should be given to brownfield sites first
- the Council's own figures show that housing requirements can be met up to 2016
- the joint Lancs Structure Plan deposit edition states that no more greenfield sites should be allocated in the Borough
- the site is not now allocated for housing as a result of Policy HL 1 being quashed

- this application would exacerbate the existing oversupply within the borough and would conflict with the new SPG
 - the developer indicates a 40% affordable housing provision, however, the new SPG states that such provision should be for SOLELY affordable housing.
- OFFICER NOTE; the reference to solely affordable housing was removed from the SPG adopted in September 2004 and now refers to "the majority of dwellings".

Neighbour Observations

Thirteen letters of objection (from 10 properties) on the following grounds;

- there is no local need for affordable housing
- this is a greenfield site and there is no justification for building upon it
- there are enough brownfield sites to meet all the development requirements of the Borough for more than a decade ahead
- the site is currently home to a successful local business
- there are many properties suitable for first time buyers or low cost housing in the village
- we agree that money/development is required in Warton but this would be better to renovate existing properties and facilities in Harbour Lane
- there is insufficient infrastructure in Warton to support more housing.
- if redundancies occur at Warton as expected, there will be need for less housing not more.
- there are 1200 empty houses on the Fylde
- the djLSP says no more greenfield site development
- we are a local business employing 15 people, such a proposal could compromise the integrity of our business and our security control centre
- we understand that this proposal is probably made on the back of a recent appeal success in Wesham as it seems to propose a similar % of affordable housing to the one in Wesham
- the Fylde Economic Development Study highlights various threats, being loss of skills, over reliance on a small number of employers, low rate of new business formation and yet this proposal would see the loss of a business
- Warton already has sufficient housing for its needs
- any low cost housing that has become available in the village has gone to people from outside of the village
- Warton is not in a good location for access to employment opportunities and has a higher than average car ownership level as people who do live here travel by car to their work elsewhere.

Relevant Planning Policy

Lancashire Structure Plan:

- Policy 5 Main Urban Areas .
- Policy 7 Development at other settlements.

Fylde Borough Local Plan:

- Policy SP 1: Development within settlements
- Policy HL 3: Affordable Housing
- Policy HL 4: Affordable Housing

Emerging Joint Lancashire Structure Plan:

- Policy 1, Principal Urban Areas,
- Policy 5, Development in Rural Areas,
- Policy 12, Housing Provision

Other Relevant Policy:

- PPG1: General Policy and Principles
- PPG 3: Housing
- SPG, "New Residential Development in Fylde Borough"

Environmental Impact Assessment

The development is of a type listed within Schedule II of the Town and Country Planning (Control of

Environmental impact) (England and Wales) Regulations 1999. Officers have screened the development for any potential environmental impact and concluded that the application need not be accompanied by a formal Environmental Statement.

Comment and Analysis

The main issue in the determination of this application is whether the proposal is in compliance with adopted development plan policy and the Councils Supplementary Planning Guidance, " New Residential Development in Fylde Borough".

In the adopted Fylde Borough Local Plan, the application site is within the limits of development of Warton and therefore Policy 5 of the adopted Lancashire Structure Plan would be relevant. The application is made having regard to exemption 3 of the SPG which refers to the majority of dwellings proposed being for affordable housing.

It is appropriate to give Members some background into the recent proposed changes to the local plan (and those changes proposed in the deposit joint Lancashire Structure Plan)

In May 2004, the Economy and Development Policy Committee agreed the initial deposit draft of the revised local plan. This proposed (amongst other things) pulling the limits of development in around Warton, such that the application site would become countryside. Objections were received to this initial draft plan which was put on deposit in July 2004.

The report to the Executive Committee in September 2004, on the objections received to the initial deposit draft, concluded that there should be no changes to the settlement boundary from that proposed in the initial deposit draft.

The revised deposit draft (October 2004) also attracted objection and these objections were considered at the Executive Committee meeting on the 22nd December 2004. No further changes have been made.

As the revised deposit draft local plan is still at the pre inquiry stage, that being scheduled for the end of April 2005, because of the circumstances of this application and due to objections having been received to the reallocation of this land, one could take the view that less weight should be attached to the revised deposit draft plan and that the policies contained in the adopted plan are more relevant and would tend to support the proposal. This view is supported by the Local Plans Manager.

The adopted Lancashire Structure Plan contains Policy 5, Main Urban Areas and Policy 7, Development at other Settlements (including Warton). There is nothing about the application proposal which is at conflict with these policies of the adopted Structure Plan.

The Deposit joint Lancashire Structure Plan under Policy 1, directs the majority of development to Principal Urban Areas, Main Towns, Market Towns and strategic locations. The application site is subject to Policy 5, Development in Rural areas (in the dJLSP)

This policy requires that any residential development needs to meet an identified local need.

Policy 12 of the dJLSP is concerned with Housing Provision. LCC state that any further housing requirement required to meet identified needs in 2001 - 2016, should come from brown field sites. LCC maintain that there is sufficient permissions in place to meet the housing requirements until 2006, including a further potential supply to last until 2012.

However, the Structure Plan Authority have received a report from the panel from the examination in public which would allow planning applications which make an essential contribution to the supply of affordable housing despite the over supply issue.

The Local Plans Manager has met with the agent and discussed other potentially appropriate sites for residential development as identified in the Councils Urban Capacity Study. There were 3 potential sites within the urban area of Freckleton/Warton that the applicants agent was advised to look at and assess. These three sites have all been assessed and dismissed as not likely to be coming forwards for housing development

in the near future. The Local Plans Manager confirms that he is in agreement with the findings of the agents report on this matter.

The application, therefore, complies with both adopted Structure Plan and the adopted Fylde Borough Local Plan policies. It would not comply with evolving Local Plan policy in the revised deposit draft plan but as previously stated, the status of this plan is considered to have less weight in it's pre inquiry state. Decision making should therefore be made on the basis of the current adopted local plan (and structure plan). There are no alternative sites within the urban area of Warton or Freckleton that could accommodate sufficient land for the development proposed.

Clearly the County Planning Authority are maintaining an objection to the proposal based on the dJLSP. This is because they could not object on the basis of the current adopted structure plan.

The County Highway Authority have raised comments about visibility splays onto Harbour Lane and car parking provision. The visibility splay issue has been resolved following the submission of revised plans and the car parking provision will be resolved at reserved matters stage.

As seen from the statutory consultee responses, in particular English Nature, there are likely to be Great Crested Newts either on the site or within the vicinity, which could be affected by any development at the site. The application is made in outline, so clearly if permission were to be granted, a reserved matters application would need to be made in respect of all five reserved matters. (work could not therefore start following grant of this outline application).

English Nature have been consulted directly by the applicants and a Report on mitigation measures with regard to any possible newt population has already been prepared. This is acceptable to English Nature and their response is clear in that they have no objection to the grant of an outline permission subject to further survey work being carried out in the spring of 2005.(and other suggested conditions, see consultee response above)

The issues as regards Great Crested Newts can therefore be controlled satisfactorily by the imposition of appropriate conditions at this outline stage. Dependant on the findings of further survey work in spring 2005, a Section 106 Agreement in relation to mitigation measures being implemented and monitored and maintained for a period of 10 years would be required to be entered into. This could be submitted with any reserved matters application after the findings of the spring 2005 survey work.

Conclusions

At this time, the proposal complies with both adopted structure plan policies and FBC Local Plan Policies and the Councils adopted SPG on New Residential Development in Fylde Borough. For the reasons outlined in the report, it is considered that more weight should be afforded to the adopted development plan than the proposed changes in both the dJLSP and the revised deposit draft Fylde Borough Local Plan.

Reason for Approval

The proposal complies with adopted development plan policies and SPG. The issues with regards to Great Crested Newts can be dealt with to the satisfaction of English Nature, by the imposition of suitable conditions at this outline stage.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. A subsequent application for the approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:

[a] The expiration of five years from the date of this permission;
or

[b] The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter approved.

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2. Before any development is commenced (a) reserved matters application(s) must be submitted to and approved by the Local Planning Authority in respect of the following reserved matters:

Nos. (1,2,3,4 & 5)

(Reserved matters are:-

1. Siting of Development.
2. Design of Built Development
3. External Appearance of Built Development.
4. Means of Access to the Development Site.
5. Landscaping to the Development Site.

This permission is an outline planning permission and details of these matters still remain to be submitted.

3. The reserved matters application shall show and be developed at a minimum density of 30 dwellings per hectare (as defined in Annex C of Planning Policy Guidance Note 3, Housing)

To secure the best use of the application site in line with the requirements of PPG 3, "Housing".

4. The details submitted in accordance with condition 1 of this permission, shall include for the majority of the dwellings to be affordable housing units in line with the Councils adopted Supplementary Planning Guidance, "New Residential Development within Fylde Borough" and Housing Needs Survey.

The submitted details shall provide details of the type and size of units, the time at which the affordable housing units will be supplied to any agreed Registered Social Landlord/Housing Association and the means of ensuring that the benefits of affordable housing shall be provided in accordance with the above details and shall thereafter be retained as affordable housing in accordance with those approved details.

In order to comply with the Councils Supplementary Planning Guidance, "New Residential Development in Fylde Borough", and to ensure that the benefits of affordable housing are retained for future occupants of the dwellings concerned.

5. Prior to the submission of any application for the approval of reserved matters, a report following further survey work to be carried out in Spring 2005, to identify and determine more fully the size of the breeding population of Great Crested Newts and the full extent of measures to mitigate the effect of the development on both the newts and their habitat in the vicinity of the site, shall be submitted to the Local Planning Authority. Such a report shall include a management plan and any mitigation measures required shall be implemented in full and the land in question shall be managed for a period of ten years.

In order to ensure the protection of the Great Crested Newts, which are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under the Conservation (Natural Habitats, etc) Regulations 1994, and their habitat.

6. Prior to the submission of any application for the approval of reserved matters, a site survey to identify if water voles are present on site shall be carried out and submitted to the Local Planning Authority. If the survey identifies the presence of water voles the

survey/report shall identify how any development can proceed without damaging, destroying or obstructing access to any structure or place which water voles use for shelter or protection. Any application for the approval of reserved matters shall take the survey results fully into consideration.

In order to ensure the protection of the water voles and their habitat, which are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended).

7. No development shall be commenced on site until a scheme of off site highway works has been submitted to and agreed in writing by the local planning authority. The approved scheme shall include a timetable of works for the implementation of the highway works and the scheme shall be implemented in complete accordance with the approved timetable.

In order to ensure that the local highway network has sufficient capacity to support the proposed development and in the interests of highway safety

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2	05/0210	GUARDIAN, BALLAM RD, LYTHAM, LYTHAM ST ANNES PROPOSED NEW OFFICES IN A SIX FLOOR BUILDING AND 180no APARTMENTS (90 extra care and 90 "standard" apartments) IN A 5/6/7 STOREY BUILDING (Residential development at 60% affordable provision).	Approve Subj 106	20
3	05/0675	WAREING, RIBBY ROAD, WREA GREEN, PRESTON RESERVED MATTERS FOR RESIDENTIAL DEVELOPMENT OF 38 DWELLINGS COMPRISING OF 18 HOUSES, 12 SHELTERED APARTMENTS AND 8 AFFORDABLE UNITS.	Approve Subj 106	33
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Item Number: 1

Application Reference: 04/0314	Type of Application: Outline Planning Permission
Applicant: KENSINGTON DEVELOPMENTS LTD	Agent :
Location: PRESTON ROAD/DOCK ROAD, LYTHAM	
Proposal:	OUTLINE APPLICATION FOR HOUSING DEVELOPMENT COMPRISING 586 NUMBER UNITS (INCLUDING 60% AFFORDABLE) WITH MIX OF 1,2,3 & 4 BED DETACHED, SEMI AND MEWS HOUSES AND APARTMENTS (PRIVATE & SHELTERED)
Parish: St Johns	Area Team: Area Team 1
Weeks on Hand: 78	Case Officer: Mr D Shepherd
Reason for Delay:	Awaiting further information and traffic report from applicant

Summary of Recommended Decision: Approve Subject to Section 106

Summary of Officer Recommendation

The application is for a total of 586no dwelling units on the sites of the former Cooksons Bakery and Saddlers Engineering factory. There are two current, extant outline permissions for residential development on the two sites. The Saddlers site has permission for 90no dwellings (03/0262 refers) and the Cooksons site has no numbers specified (02/0641 refers) although the committee report considered the application on the basis of a total of 170no dwellings. The red edge on this application is the same as the two sites together.

The Councils revised Housing chapter at policy HL 1, criterion 1, allows for an amendment to an extant planning permission providing that any increase in dwelling numbers provides a wider choice of housing (compared to the previously permitted scheme(s)).

This scheme offers 1,2,3 and 4 bed houses in detached and mews form and 2 and 3 bed apartments and sheltered apartments. The application must provide the additional numbers at a rate of 60% for affordable dwellings (which it does)

Reason for Reporting to Committee

The application is a major application containing affordable housing issues.

Site Description and Location

The application site consists of the two former sites of the Cooksons Bakery and Saddlers Engineering site. The site has residential development to the North West (Chandlers Rest, South Street, Dock Road and Preston New Road) a small amount of industry to the North East, The Land Registry to the West and the estuary to the south.

The site itself is covered with concrete (in the main) resulting from the demolition of the aforementioned businesses.

Details of Proposal

The application is an outline application for 586no residential units of the type mentioned at the beginning of the report.

Relevant Planning History

Application No	Development	Decision	Date
00/0099	ALTERATIONS TO FORM LOADING DOCKS WITH CANOPY AND RELOCATION OF FUEL	Granted	22/03/2000
02/0641	OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF LAND (5.23ha)	Granted	05/03/2003
92/0802	ERECTION OF ENCLOSED CANOPY.	Granted	02/12/1992
93/0797	REPLACE FELT ROOFING ON 2 PITCH ROOFS WITH STEEL	Granted	02/02/1994
97/0718	ALTERATIONS TO EXTERNAL ELEVATIONS	Granted	03/12/1997
99/0153	INSTALLATION OF 2 NO. YEAST TANKS WITH CANOPY OVER AND VINEGAR TANK	Granted	21/04/1999

Parish Council Observations

Not applicable

Statutory Consultees

County Highway Authority

This is an outline application with all matters reserved. The applicants have indicated their willingness to agree to a sustainable approach to transport requirements for the site. I would suggest a condition on any approval that may be given in this regard. I am surprised that you have accepted the application without access being applied for. It is likely that any reserved matters application would require the use of third party land to provide some of the likely highway improvements and this may cause problems at a later date. (OFFICER NOTE; as the two earlier approvals were in effect for separate sites, with separate accesses, the issue of site access has not been of concern due to lower numbers of dwellings proposed.) I would also request the payment of £25,000 towards upgrading of bus stops on Warton Street and Preston New Road, this should be secured by way of a S 106 Legal Agreement.

RSPB

This site is adjacent to the Ribble Estuary SSSI, Special Protection Area (SPA) and Ramsar Site. The development should not proceed unless it can be shown that it will not adversely impact on the sites integrity. The RSPB believe that the proposed development will have an adverse impact on the SPA, and that an Appropriate Assessment should be carried out.

We feel that an Environmental Impact Assessment should be carried out on this site as well rather than an overreaching one for the whole of the proposed "Lytham Quays" development.

We therefore object to the proposal.

CPRE

We object. The proposal maybe a brownfield site in an urban setting but it does overlook the Ribble Estuary. We feel the proposals would present a massive visual impact on the estuary. The proposals would overload the local infrastructure in particular congestion is to be expected on the roads leading to the site. There will be much spillage of recreational activities from the site to neighbouring areas and we believe that a recreational buffer zone should be created at the edge of the developed area, behind appropriate screening.

English Nature

The proposal lies close to the Ribble Estuary Site of Special Scientific Interest (SSSI) and Ribble Estuary Special Protection Area (SPA) Developments within the vicinity of European sites have the potential to affect their nature conservation interests.

We have recently been consulted on a scoping opinion for the larger area of land (Lytham Quays) which incorporates this site. We are aware that permissions already exist on this site and that this application seeks to increase the housing density.

We would suggest that a particular planning application should not be considered in isolation if, in reality, it is to be regarded as an integral part of a more substantial development. The need for an EIA must be considered in respect of the total development.

It is English Natures opinion that this proposal **in combination** with the wider Kensington Developments plan is likely to have a significant effect on the European interests and will require further detailed consideration in the form of an appropriate assessment. (reg 48) However, the assessment of significance is a matter for you to determine, not English Nature.

Environment Agency

There are landfill sites upon the site. Both on Cooksons Bakery and Saddlers. Both sites are licensed. Landfill gas has been detected on both sites. The developer should be aware of Waste Management Paper 27.

Site Investigations have been completed by Strata Surveys and Wardell Armstrong and these have found significant levels of landfill gas as well as areas of contaminated soils.

Any permission should be conditioned to require the developer to submit a contaminated land and land fill gas survey.

The site is raised from the surrounding area and is not shown to be at a 0.5% risk of fluvial flooding in the latest version of our Indicative Flood Plains Maps. Provided the land is not to be lowered, we have no objections, however, we would make the following comments;

Our consent is required for any works within 8 metres of the Main Drain tidal embankment.

We are promoting the use of SUDS (sustainable urban drainage systems) and would like the applicant to consider such a scheme.

Also, Water Management including dealing with grey water, sustainable forms of construction, recycling of materials and energy efficient buildings.

County Planning Officer

The Environment Director considers the proposed development to be contrary to Policy 12 of the Joint Lancashire Structure Plan. There are sufficient residential planning permissions to meet housing needs in the Borough until at least 2012.

The report received from the Panel from the Examination in Public stated that applications that make an essential contribution to the supply of affordable or special needs housing may be approved despite an oversupply of housing. The Environment Director interprets this statement as relating to proposals consisting entirely or almost entirely of affordable/special needs housing. A 40% contribution would not satisfy this interpretation. (FBC OFFICER NOTE; The application proposes the additional numbers applied for here over and above the earlier approvals, to be subject to a 60% affordable provision; ie; a total additional provision of affordable dwellings of 196no, giving a grand total of 300no affordable units on the site in total)

I conclude that in the view of the County Council, the development is not required to meet the housing provision of the structure plan.

BAe Systems

Based on the limited information in the outline application, we do not foresee any aerodrome safeguarding objections. We will require to see details at reserved matters stage to comment on.

Observations of Other Interested Parties

Dock Road Action Group

Full views appended to this report.

Lytham St Annes Civic Society

The layout is reminiscent of the early 1960's with all attendant problems of "rat runs" and lengthy cul de sacs. There appears to be little open space within the development particularly useable space for the families who maybe attracted by the affordable housing element of the scheme. The other land could be developed at a later date.

There is no design element here, it appears to be an exercise to cram as many units as possible, into the space.

Blackpool Airport

No objections as long as no development exceeds 53.52 metres above ordnance datum.

Neighbour Observations

17no individual letters of objection on the following grounds;

- I thought the area was designated for employment
- too many dwelling units proposed for the roads in the area
- a new school, doctor and dentist are required first
- impact on the wildlife
- traffic associated with Chandlers rest and the church already cause problems
- the area already suffers additional parking from the hospital
- this would culminate in the total loss of social community
- the amount of houses proposed would add to the traffic on Preston Road to an unaccepttable level
- the open space proposed would not provide safe play space for children
- opportunities for employment locally are now very low
- whilst affordable housing is definately required, it should not be at the cost of an overdeveloped site
- I would be very concerned at where occupants of such dwellings would find work, the BAe situation is very worrying
- the applicants are notorious for breaking their pledges. Numerous trees and planting on the mound to the rear of Chandlers Rest would have to come out if this is approved
- there is a need for more infrastructure for this development
- probably up to 1,000 more cars would be in the area. This is too many
- who would be responsible for the maintenance of open spaces within the development, as the same applicants have ceased looking after Chandlers Rest open spaces
- there should be no access road from the cul de sac, at the end of Chandlers Rest into the application site
- is there not a flood risk issue with the proposals
- low income families would be moving in and they need safe places for their children to play
- Kensingtons profits should be trimmed back this year and this application should be refused

Relevant Planning Policy

Lancashire Structure Plan

Policy 2 Main Development Locations

Policy 12 Housing Provision

Fylde Borough Local Plan:

HL 1 (Revised Housing Chapter)

HL 2(Revised Housing Chapter)

TREC 17

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPG 3: Housing

RPG 13

FBC SPG "New Residential Development in Fylde Borough"

Environmental Impact Assessment

The development is of a type listed within Schedule II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999. Officers have screened the development for any potential environmental impact and concluded that the application need not be accompanied by a formal Environmental Statement.

Comment and Analysis

The main issues here are compliance with the revisions to the Housing chapter of the Local Plan (Post Inspectors Revisions), Highways issues regarding how the local highway network can cope with traffic generated by a total of 586no dwellings and nature conservation issues relating to the SPA/Ramsar site and SSSI.

The revisions to the Housing chapter of the Local Plan states that permission will not be granted for residential development except where:

HL 1 (1) states, "The proposal is for an amendment to an extant planning permission, providing that any increase in dwelling numbers provides a wider choice of housing in the locality (Compared to the previously permitted scheme) in terms of size and type of dwelling, and at least 60% of the additional dwellings are affordable in the terms identified in the Councils latest housing needs survey".

Carrying on from the above, there is a further paragraph that states, "In relation to (1) above, permissions for a revised housing scheme will be granted subject to the same commencement date and conditions as the parent permission."

The proposal is an amendment to an extant planning permission and it does provide a wider choice of housing in terms of size and types. Clearly if the application is to be approved, it would be with a commencement date the same as the earlier approval. The proposal comprises of a mixture of 1,2,3 and 4 bed houses in detached and terraced forms and 2 and 3 bed apartments and sheltered apartments.

In terms of the requirements for affordable dwellings on the site as a whole, the current permissions account for a total of 260no dwellings. These dwelling numbers would give a total of 104 affordable units (based on a 40% figure) and 156 "open market" dwellings. The difference between these "approved" dwellings, and that applied for is a further 326no dwellings. These additional dwellings are subject to (60% in this case) being for affordable in line with the changes to the housing chapter. Therefore, 196 of these additional 326 would be for affordable dwellings (ie;60%) and 130 for open market. The site as a whole would, therefore, provide a total of 300 affordable dwellings and 286 open market dwellings.

The application is made in outline with all matters reserved. The applicant has provided layout drawings and a full Traffic Impact Assessment with drawings indicating how the existing highway

system can be accommodated/modified to cope with the additional traffic generated by 586no new dwellings. Though this application does not specifically apply for access, a certain amount of work has been done in an attempt to show that the local highway network would be able to cope with the additional traffic generated by the additional dwelling numbers proposed.

The main changes to the local highway layout would be likely to include the provision of traffic signals at the Preston Road/Warton Street entrance to the site and at the junction of Preston Road and Saltcotes Road. These proposed alterations to the local highway network have been devised in consultation with the LCC Highways Officer.

The nature conservation issues raised are material considerations. However, what is also relevant, is the fact that there are two extant permissions on the site for residential development. The red edge of this application is no different from the combined red edges of the two earlier applications.

The RSPB, CPRE and English Nature all comment about the need for a far reaching environmental impact assessment on this site and the greater "Lytham Quays" area.. This application is not for Lytham Quays, it is a revised application, offering more dwelling numbers on a site that already has extant permissions for housing on it. All these bodies have been involved in pre application discussions with Kensington about the "Quays" application and this has clearly resulted in a full Environmental Impact Statement being submitted with that application.

The issue of public open space would be dealt with by having regard to policy TREC 17 of the Local Plan and a condition is suggested to that effect.

Members should not be considering this application as part of the Lytham Quays proposals. It is an application made to amend two extant permissions on the site in question in line with policy HL 1 of the changes to the Housing chapter of the Local Plan (Post Inspectors Revisions.)

The application, if approved, would be granted with the same conditions as the "parent" permissions and would be subject to the same commencement date; ie 21st May 2006.

Conclusions

Acceptable development complying with the adopted SPG on new residential development and changes to the revised Housing chapter, in particular policy HL 1.

Recommendation

That Planning Permission be GRANTED subject to the applicant entering into a legal agreement under S 106 of The Town & Country Planning Act 1990, to ensure payment of a sum of £25,000 towards upgrading of Bus stops on Warton Street and Preston Road to Quality Bus Standards, and the following conditions:

1. A subsequent application for the approval of reserved matters must be made not later than the 21st May 2006 and the development must be begun not later than whichever is the later of the following dates:
 - [a] 21st May 2008;
 - or
 - [b] The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter approved.

Required to be imposed pursuant to the requirements of Policy HL 1 (1) of the revised Housing Chapter of the Fylde Borough Local Plan.

2. Before any development is commenced (a) reserved matters application(s) must be submitted to and approved by the Local Planning Authority in respect of the following reserved matters:

- (Reserved matters are:-
1. Siting of Development.
 2. Design of Built Development
 3. External Appearance of Built Development.
 4. Means of Access to the Development Site.
 5. Landscaping to the Development Site.

This permission is an outline planning permission and details of these matters still remain to be submitted.

3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

In order to satisfy the Local Planning Authority and Highway Authority that the details of the highway scheme/works are acceptable before work commences on site.

4. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 3 has been constructed and completed in accordance with the scheme details.

In order that the traffic generated by the development does not exacerbate unsatisfactorily highway conditions in advance of the completion of the highway scheme/works.

5. The reserved matters submission shall include provision of Affordable Housing at the 60% level as defined in Policy HL 1 (1) of the revisions to the Housing Chapter of the Fylde Borough Local Plan . Information submitted shall also include details of the time at which such Affordable Housing is to be provided (with reference to the development of other parts of the site), the type of affordable housing to be provided and the means of ensuring that the benefits of affordable housing will be enjoyed by successive, as well as initial occupiers of such affordable housing. The affordable housing shall be provided and subsequently retained as affordable housing in accordance with the approved details.

To secure satisfactory provision of affordable housing in line with Policy HL1 of the Revisions to the Housing Chapter of the Fylde Borough Local Plan.

6. Before the development hereby permitted commences on the site a detailed site investigation and risk assessment shall be carried out to establish the extent of potential for landfill gas migration to the site and contamination of the site, to assess the degree and nature of contamination and to determine its potential for pollution of the water

environment. The method and extent of this investigation shall be agreed by the Local Planning Authority prior to the commencement of the work. Details of appropriate measures for alleviation, control and monitoring shall be submitted to and approved by the Local Planning Authority prior to the commencement of the permitted development. The development shall proceed in strict accordance with the approved measures.

To ensure safe development of the site.

7. No development shall take place until full details of a scheme indicating areas of public open space and/or childrens play areas has been submitted to and approved by the Local Planning Authority. Such a scheme shall make provision for such facilities in accordance with policy TREC 17, Public Open Space within new housing developments, of the Fylde Borough Local Plan.

Reason; To ensure adequate on site public open space in line with Council standards.

8. The layout of the site at reserved matters stage shall give priority to accessibility for pedestrians, cyclists and public transport and the application shall include details of a scheme for sustainable transport provision to the site.

Reason; To ensure the sustainable nature of the transport requirements of the site.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan:SP 1, HL 1& HL 2 of the revisions to the Housing Chapter

Joint Lancashire Structure Plan:Policies 2 and 12

PPG's/PPS's: PPS1,PPG 3

**Representations upon 5 / 04 / 314 : Outline Planning Application for
586 dwellings on land off Preston Road / Dock Road , Lytham .**

* A planning application in respect of the afore mentioned development , was submitted by Kensington Developments on the 30th March 2004. Interested parties were advised of the application in a letter dated the 7th April 2004 . Written comments are required to be submitted by the 28th April 2004 . The application has been examined at the Council Offices at Wesham and copies taken of the available documentation . It relates to land previously forming industrial uses at Sadlers Engineering and Cooksons Bakery but also including ' foreshore ' land fronting both sites up to the estuary . The majority of this land was previously used for landfill purposes and it is understood that it remains contaminated .

* This is an outline application upon a cumulative site area of 12.96 hectares of land , and is intended to establish the principle or not of the proposed residential development at this stage , yet with the applicants requesting that all reserved matters are retained for subsequent approval . An indicative site layout is submitted to accompany the site plan and application forms but this can carry little weight in the determination process as ' **siting** ' and ' **means of access** ' are not applied for under the scope of this application . Irrespective of this , examination of the submitted drawing refers to two reports ; one being a noise implications report by Vibronoise [6319.01] for treatment to the eastern site boundary and a environmental report by E.R.A. to presumably address contamination issues upon the former landfill site adjacent to the estuary . Neither report was appended to the application documents available for inspection .

* There is no reference to the application being accompanied by an Environmental Statement in accordance with the provisions of the Town and Country Planning [Environmental Assessment] [England & Wales] Regulations 1999 , or any reference in the submitted documentation that the Local Planning Authority had resolved that such a statement was not necessary in this case after any pre- application screening exercise between the Local Planning Authority and the applicants . Development listed in Schedule 2 of the Regulations is likely to have a significant effect on the environment by reason of its size , nature or location , and as such is more than likely to evoke the requirement for an environmental statement . Item 10[b] to Schedule 2 of the Regulations [Within Infrastructure Projects] relates to Urban Development Projects and the threshold ceiling upon the area of the development exceeding 0.5 hectare , which the application site does .

* Annex A to DETR Circular 02/99 , ' Environment Impact Assessment ' gives an ' indicative ' assessment of the nature of developments likely to fall within Schedule 2 of the afore mentioned Regulations . Paragraph A18. deals with Urban Development Projects and identifies that the ' physical scale of developments ' will be taken into

account , with particular consideration given to the potential increase in traffic , emissions and noise . On redeveloped land , such as this , an Environmental Impact Assessment [EIA] may not be required unless the proposed development is on a significantly greater scale than the former use and the type of impact is ' of a markedly different nature ' . In the case of the current application , both the former sites of Sadlers Engineering and Cookson's Bakery are now proposed to be developed significantly more intensively in terms of built development footprint , while the overall traffic generation will be significantly greater . [The Bakery site , in particular , had a substantial area of open land [almost half the size of the main bakery building] between the rear of that building and the boundary with Sadlers . In traffic terms , the proposed 586 dwellings is likely to generate usage by over 1000 cars saturating the local highway network and having a direct impact upon important local highway junctions such as Preston Road / Warton Street and the existing mini-roundabout junction to the south of Preston Road / Salcotes Road . Furthermore , the traffic implications for free and safe moving traffic within and in and out of the site will have to be examined with the likely impact upon Dock Road and and the existing Chandlers Rest access road assessed . These are in any event matters which need to be addressed within the scope of a seperate Transport Assessment for the development .

It is considered that for these reasons the proposed development does fall within the scope of examination by a EIA and that the Local Planning Authority ought now to request the said statement for consideration against the current planning application .

* Schedule 4 of the afore mentioned Regulations identifies the information required to be included in a Environmental Statement and pertinent to this development will include ; a description of the whole physical process of development and the land use requirements during the constructional and operational phases ; a description of the likely effects of the development upon the environment which would certainly be related to traffic issues and would cover the issues of noise and pollutants from emissions inclusive the direct effects and subsequent other related effects . An EIA would also now be required to assess the potential threat of the development to flood risk and the Environment Agency would be a consultee in the screening exercise to the statement submission .

Subsequently , the Statement shall be made available for inspection and comments by interested parties including those already been consulted upon the planning application and enjoying the scope of wider public consultation in any event .

* As indicated in the previous paragraph upon the requirement for an additional statement , given the likely intensity of traffic movements to and from the development and the nature of possible connections to the local traffic network and the related impact upon that network , there is a requirement for this application to be accompanied by a Transport Assessment [T.A.]. Such an assessment would have to identify the capacity of the highway junctions to serve the development and capability of the existing adjacent roads and their junctions to absorb the additional traffic likely to result from this development . It is considered that ' means of access ' ought to be determined along with the submission of the T.A. at this stage . In taking ' means of access ' into account it is noted that the indicative layout shows split access arrangements between Dock Road and the access road to the Chandlers Rest development but with no apparent means of controlling the directional flow of traffic . Clearly , traffic entering Dock Road would be competing with that from existing and potentially expanding industrial and employment users on an employment site that is still zoned as such on the Adopted Fylde Borough Local Plan Review . Existing traffic serving the general industrial use at Helical Technology is of a l.g.v. nature , which often finds the narrow carriageway of Dock Road extremely difficult to negotiate. The firm has expansion planned and likely increase in heavy traffic having to compete with a significant influx of residential traffic . Traffic utilising a remodeled access road serving the Chandlers Rest development would be in addition to the 49 existing properties on that development plus those on the frontage accommodation road running parallel to Preston Road . It is not an unrealistic to assume that considerably in excess of 1000 vehicles would be using the access points onto Preston Road from the traffic lights at Dock Road and Chandlers Rest . Preston Road is extremely heavily trafficked and the related capacity issues need to be carefully examined [in consultation with Lancashire County Council Environment Directorate] and satisfied before the principle of planning permission is considered by the Development Control Committee .

* In accordance with the provisions of Planning Policy Guidance Note No.25 , ' Development and Flood Risk ' , developments on land at the risk from flooding [which the application site is given its position in the flood plain adjacent to the estuary and within close proximity to Liggard Brook to the north of the site beyond Dock Road] require the submission of a flood risk assessment to accompany the application . No such submission was apparent or available for inspection with the application documents .

* Paragraph A4 to Annex A of Planning Policy Guidance Note No.1 , ' General Policies and Principles ' , requires in the consideration of planning applications for new built

development the minimum submission of a written statement to accompany the application setting out the broad design principles and site context as well as illustrative material and plan detail as appropriate . This outline application , proposes to establish the principle the erection of 586 new dwellings and is tantamount to the erection of a new urban village on the outskirts of Lytham . Without the submission of a planning and design statement and without due consideration of the detailed matter of ' siting ' , it is not possible for the Local Planning Authority to give adequate assessment of the principle of the degree of new development proposed in this application . No such design material accompanies the application , whilst ' siting ' is not applied for at this outline stage .

It is considered accordingly that there is insufficient submitted information by which the Local Planning Authority can adjudge the development proposal and as such planning permission ought to be resisted .

* Fylde Borough Council have not prepared a Development Brief to be applied to the development of Sadlers and Cooksons Bakery sites . Clearly they have been aware of the extant outline planning permissions for some time but no Supplementary Planning Guidance has been forthcoming on what involves the development of a critical site upon which a host of issues are raised [including density , developable site areas , access , traffic control and movement within the site , public open space treatment , affordable housing etc.] and require resolution under the watching brief of the Council . Annex A to PPG 1 [Para A2.] makes reference to the need for site specific development briefs that help to give a ,

“ greater degree of certainty to all those involved in the development process ” .

Such Supplementary Guidance would be the subject of public participation before adoption and allow local interested parties to have a significant impact upon how a satisfactory development may be achieved to the benefit of all involved in and affected by the development process .

It is strongly urged that this application is not determined by the Development Control Committee until such a time that a development brief has been prepared , consulted upon and subsequently adopted !

* Urban extensions , as appears to be the case here , are clearly favoured by PPG3 but only where planned to take account of good access to existing jobs, schools and other facilities . PPG3 also promotes developments of mixed land uses . PPG1

focuses upon mixed use , sustainable developments combining living , working and recreation together with community facilities . There is no evidence of this combined approach in assembling this development proposal , whilst an ever diminishing number of local jobs and lack of local facilities [including schools] make it very difficult to substantiate approving such a large development .

* Planning Policy Guidance Note No.3 ' Housing ' sets the parameters by which new residential ought to be assessed and the density at which those developments ought to be considered by Local Planning Authorities . Given the developable site area [excluding the p.o.s. estuary frontage] , one would expect to see in the region of 396 dwellings based on the upper requirement of PPG3 at 50 dwellings to the hectare [Para. 58] The applicants appear to be working upon the basis that the overall site of a substantial 12.96 h. which would afford up to 648 dwellings again on the scope of the upper reaches of PPG3 . However , PPG 3 defines in Annex C to the document that the net site density shall not include open spaces serving a wider area , which the P.O.S. in this case does given it will link through to Lytham Green and thus have the potential to serve as a recreational area for many Lytham residents and visitors to the town . The two individual segments of the site [built development and p.o.s.] could in any event be easily divorced from each other with the p.o.s. given its size and location not being regarded as incidental to or an integral part of the proposed built development .

An extra 189 dwellings have been applied for in one single cumulative area of development site which appears to be a significant overdevelopment of that portion of the site contrary to the density parameters set out in PPG3 and as such ought to be resisted . In any event , the Local Planning Authority have to make a judgement as to whether there is sufficient basis to warrant even applying the upper density limits of PPG3 to the development of this site . There is certainly no compelling evidence submitted to accompany the application that might persuade the LPA to grant planning permission for even 396 dwellings at 50 dwellings per hectare .

* The extant planning permissions for Sadlers [03 / 262] and Cooksons [02 / 641] afford a possible cumulative possible total of of 351 dwellings with a 90 dwelling unit ceiling by planning condition on Sadlers [Condition 5] and a developable site area on Cooksons of 5.23 hectares affording between 157 and 261 dwellings based upon the parameters set down in PPG3 . [There was no dwelling figure prescribed in the planning permission for Cookson's nor a density restriction specifically imposed by condition] . The outline planning permission for Cookson's does not appear to be

reflected in the list of outstanding planning permissions [dated 8/08 / 03 making up appendix 1 to the report upon Supplementary Planning Guidance for New Residential Development in Fylde Borough which was subsequently approved by the Economic & Development Policy Committee in November 2003 . That SPG was required by the identification of a massive oversupply of potential housing land with the adjusted five year requirement , development under construction and commitments that amounted to 446 dwellings up until 31 / 03 / 08 . The SPG document acknowledged that the oversupply problem was compounded by the number of planning applications still with the Council for determination [November 2003] many of which would subsequently be appealed . The current application proposal can only but further compound the problem identified in the Adopted SPG , which the Council were so seriously trying to control by its introduction . The proposal is considered to be contrary to the adopted SPG as well as the identified housing strategy in the Regional Planning Guidance for the North West [Policies UR7 & UR8] and the Emerging Joint Lancashire Structure Plan [Policy 12] .

* There is further reason accordingly not to significantly raise the potential density of the site in accordance with criterion no. 2 of para. 4.2 of the Adopted New Housing SPG . Provision is afforded therein for a substitution of dwelling types and a potential increase in site densities where it can be demonstrated that the resultant increase offers a wider choice of housing to that approved in a permitted scheme by reason of size and type of dwelling units . In this case however , there is a massive increase in the cumulative site total compared with the potential outline capacity whilst ' siting ' was previously not approved on either Sadlers or Cooksons and is currently not applied for . As such there can be no comparison in scheme details to allow any judgement to be made upon layout details and the substitution of house types !

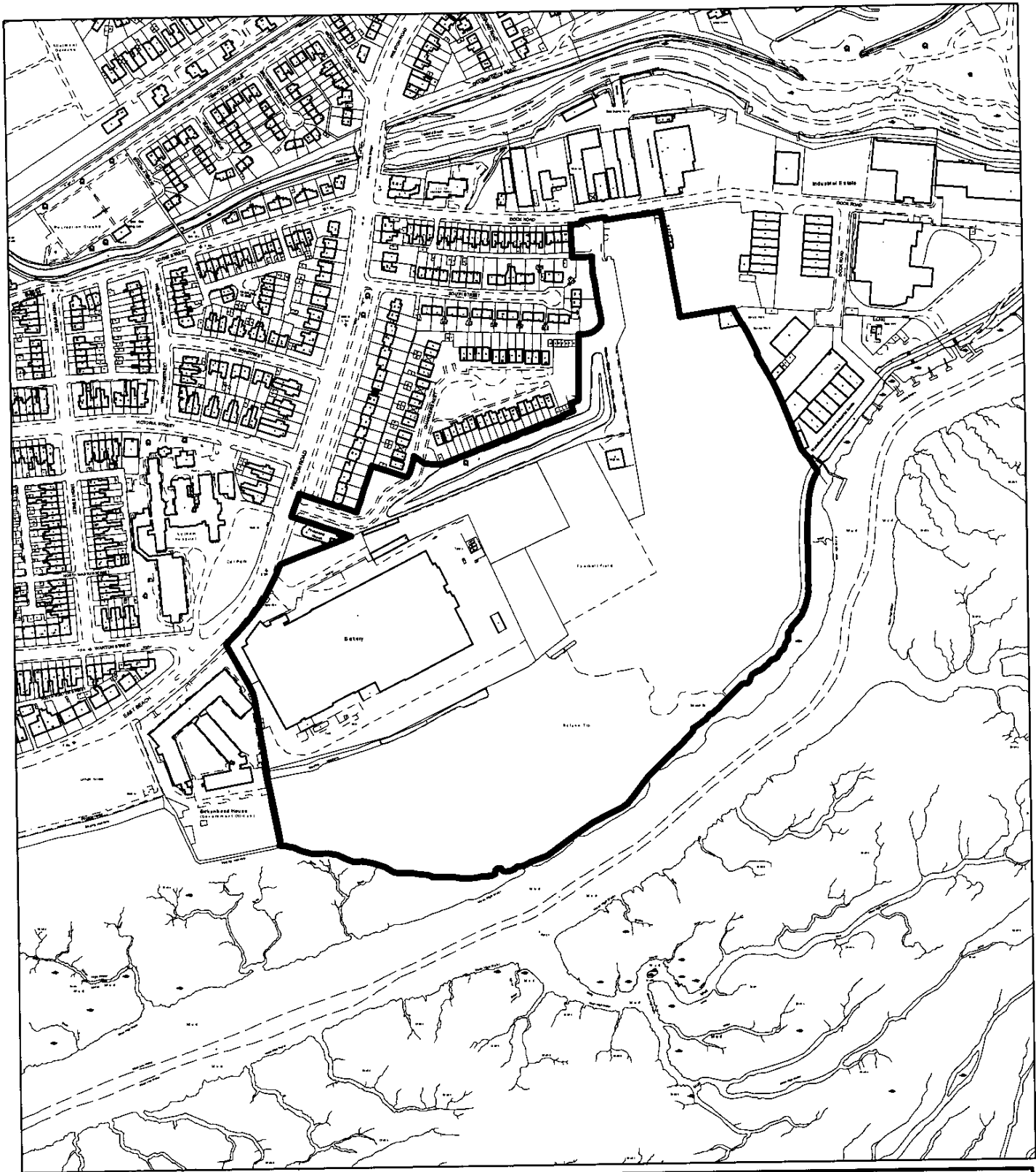
* The submitted development description , though identifying a requirement for 40% of the total housing figure to be dedicated to affordable housing provision , indicates no rationale of how that special housing requirement will be provided on this site , what type and form it will take and how it relates to the Council's Housing Needs Survey . There are no details accompanying the submitted application and this appears to be specifically contrary to the provisions of para. 5.7. of the Supplementary Planning Guidance upon the Provision of Affordable Housing Within New Private Sector Housing Developments , which identifies seven criteria to be satisfied with the Built Environment Department of the Council . Clearly on such a large and significant development , these criteria need to be satisfied before the application can proceed to determination .

* Finally , there is the matter of the adopted Development Plan Policy EMP4 which relates buffer zone distances between existing employment and industrial uses and proposed new residential development . A minimum of 30 metres separation distance will normally be required with a greater distance where general industrial uses are involved . The eastern boundary to the development site adjoins the Waterfront Marine and Industrial Estate . Some of the immediately adjacent units are vacant but they still benefit from being categorised within Policy EMP2 of the Adopted Borough Local Plan Review as being appropriate for B2 General Industrial Use . Units 5 and 6 are however in use and appear to be being jointly used for the purposes of a general industrial or mechanical use . Heavy knocking / banging noise was clearly heard from the car park area on a site inspection at 14.30 on the 26th April 2004 . The indicative site layout clearly takes no account of any separation buffer to minimise the impact upon residential amenity , other than to identify the eastern site boundary treatment is to accord with a Vibronoise report findings . As stated previously , that report was not a consultation document available for inspection , whilst it is repeated the siting of dwellings has not been applied for .

What is critical here though , is that the indicative site layout has been submitted to try and demonstrate to the Planning Authority that the applicants can achieve 586 dwellings within the developable site area , but a minimum 30 metre exclusion zone adjacent to that site boundary would significantly undermine the ability to achieve the dwelling total applied for under the scope of the application and blight a portion of the ' developable ' site area to an open wedge only . As such it is not considered that the applicants can demonstrate that they could achieve the said dwelling total. Outline planning permission ought to be resisted upon the lack of information available to the Planning Authority upon disturbance to future residential amenity .

Subsequently , should ' siting ' be requested to be applied for at this outline stage then the implications of policy EMP4 will still have to be fully applied unless the applicants can identify material considerations that the Planning Authority consider outweigh the requirement for the identified separation distance . Certainly from the information submitted at this stage there does not appear to be any such special considerations apparent to warrant overriding the requirements of policy EMP4 .

The right is reserved to make subsequent comments upon any additional information , reports or assessments submitted by the applicants or any reserved matters that are required to be considered by the Planning Authority .



<p>D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council</p>		<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>		
<p>Application No. 5/04/0314</p>	<p>Address Preston Road/Dock Road Lytham</p>	<p>Grid Ref. E.3379 : N.4273</p>	<p>Scale N.T.S.</p>	<p>Item No. 1</p>

Item Number: 2

Application Reference: 05/0210	Type of Application: Full Planning Permission
Applicant: Kensington Developments Ltd	Agent :
Location: GUARDIAN, BALLAM RD, LYTHAM, LYTHAM ST ANNES	
Proposal: PROPOSED NEW OFFICES IN A SIX FLOOR BUILDING AND 180no APARTMENTS (90 extra care and 90 "standard" apartments) IN A 5/6/7 STOREY BUILDING (Residential development at 60% affordable provision).	
Parish: Fairhaven	Area Team: Area Team 1
Weeks on Hand: 22	Case Officer: Mr D Shepherd
Reason for Delay: Awaiting further information and revised plans from applicant	

Summary of Recommended Decision: Approve Subject to Section 106

Summary of Officer Recommendation

The application is made in outline with all matters relating to access, design, external appearance and siting applied for. The only matter not applied for in full at this time is landscaping although there is an indicative scheme to accompany the application. Clearly, if this application were to be approved, a reserved matters application for landscaping would have to be made.

The consideration of the application revolves around policy issues regarding the use of the land and probably not surprisingly, the appropriateness of a development rising to a maximum of seven floors.

Your officers and the Design Panel have given considerable thought to the issue of height and design/external appearance and are of the opinion that the site can accommodate buildings of the size/format proposed. The setting of the site on over half of it's site "edges" is surrounded by mature tree cover. As can be seen from details on plan no. 9204/2/300, the proposal is only approximately 1.6 metres for the main and 3 metres at the tallest point, taller than the former office building. This is because of reduced floor to ceiling heights in the new build as compared to the former.

The site will still accommodate employment uses, clearly in the office block and also in the residential block for health care personnel.

The application as a whole is not considered to conflict with policy and is considered acceptable in design terms. The application is therefore recommended for approval, subject to a legal agreement under S 106 of the Town & Country Planning Act 1990, to provide both for affordable housing and a contribution to improvements to public transport and with appropriate conditions.

Reason for Reporting to Committee

The nature of the development and the substantial amount of public interest in the scheme proposed.

Site Description and Location

The application site is the former Aegon computer block building site at the corner of Ballam Road and South Park, Lytham.

To the south of the site is the railway line. There is also considerable tree cover between the proposed buildings and the railway line. To the east of the site is Ballam Road. Again, there is quite considerable tree cover between the proposed buildings and the road. To the north of the site is South Park and the current residential development being carried out by Rowland Homes. This consists in the main, of 2 storey buildings although there is a vary small amount of three storey to the entrance of the development. Finally, to the west is the large electrical substation and residential development in Alder Grove which is 2 storey. There is currently some tree planting to parts of this boundary.

Details of Proposal

The application proposes two buildings, the first a 5/6/7 storey building which would provide a total of 180no apartments (90 for extra care units) There is an underground car park proposed under the two buildings which proposes a total of 78 spaces for the office block and 89 for the residential use. There are also a total of 40no surface car park spaces proposed, 32 for office use and 8no for residential.

Within the residential block would be sport/fitness facilities, medical facilities, hairdressers, nurses room, communal lounge, dining room and library/games room.

The second block is a six storey building for office use only.

The design/external appearance of the offices is of a substantially glazed building with horizontal timber boarding to the west elevation (where the lift and stairs are)

The residential block is characterised by horizontal timber boarding, glazing to all rounded ends, numerous balconies serving individual flats and a part flat roof, part arched/curved roof. The elevations are broken up with recesses and protrusions within the main frontages that add visually to what could otherwise be flat, motionless elevations.

In terms of the residential units, 60% of both the extra care and "standard" apartments would be for affordable housing in line with the recent Inspectors findings incorporated into the revised Housing Chapter of the adopted Local Plan.

Relevant Planning History

Application No	Development	Decision	Date
00/0448		Granted	09/08/2000
00/0463	ADVERTISEMENT CONSENT FOR 2 NO. SIGNS POSITIONED ON SIDE ELEVATIONS OF	Granted	28/07/2000
00/0562	INSTALLATION OF 1 X ANTENNA AND ASSOCIATED EQUIPMENT FOR THE R.N.L.I.	Granted	06/09/2000
01/0139	INSTALLATION OF FOUR ADDITIONAL TRANSMISSION DISHES TO EXISTING TELECOMM	Granted	23/05/2001
01/0706	RETROSPECTIVE ADVERTISEMENT CONSENT FOR TWO FREE STANDING SIGNS	Granted	31/10/2001
01/0746	EXTERNALLY ILLUMINATED FASCIA SIGN	Granted	28/11/2001
01/0816	REMOVAL OF EXTERNAL BRICK INFILL PANELS AND RE-INSTATEMENT OF WINDOWS	Granted	28/11/2001

01/0862	DEMOLITION OF EXISTING BUILDING, ERECTION OF 3 STOREY OFFICE BUILDING, CAR PARKING, MINI ROUNDABOUT & TRAFFIC CALMING MEASURES ON BALLAM ROAD BALLAM ROAD	Granted	27/02/2002
01/0870	OUTLINE APPLICATION FOR NEW 5 STOREY OFFICE BLOCK EXTENSION, DECK CAR PARK AND MINI ROUNDABOUT ON BALLAM ROAD	Granted	27/02/2002
02/0014	PROPOSED DISABLED RAMP TO REAR ENTRANCE OF BLOCKS D & E	Granted	30/01/2002
02/0142	COVERED CYCLE RACK (REAR BLOCKS D & E)	Granted	27/03/2002
02/0557	OUTLINE APPLICATION FOR RETAIL FOODSTORE (CLASS A1), CAR PARKING, ACCESS	Withdrawn by Applicant	08/01/2003
02/0606	OUTLINE APPLICATION FOR OFFICE PARK (CLASS B1)	Returned Invalid Application	24/09/2002
03/0022	OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT COMPRISING OF 234 NO APARTMENTS PLUS WARDENS ACCOMMODATION	Migrated code	23/04/2003
03/0052	ADVERTISEMENT CONSENT TO DISPLAY SIGN BOARD	Granted	09/04/2003
03/0231	FURTHER OUTLINE APPLICATION FOR 306 APARTMENTS TO PROVIDE AFFORDABLE HOUSING	Withdrawn by Applicant	30/09/2004
03/0879	REPLACEMENT OF WINDOWS WITH UPVC	Granted	20/10/2003
04/0196	ALTERATIONS TO BATTERY ROOM TO FORM OFFICES & NEW WALL & FORMING OF NEW WINDOW OPENINGS (BLOCK G)	Granted	04/05/2004
04/0970	OUTLINE APPLICATION FOR NEW OFFICES AND 200 NO. SHELTERED APARTMENTS	Withdrawn by Applicant	21/01/2005
87/0426	NEW OFFICES CAR PARKING & ASSOCIATED WORKS	Granted	22/07/1987
87/0656	ANTENNA INSTALLATION ON ROOF SITE A.B.C.	Granted	04/11/1987
88/0090	NEW EXIT RAMP TO MULTI-STOREY CAR PARK	Granted	23/03/1988
88/0180	CHANGE OF USE; 2-FLATS TO OFFICE ACCOMMODATION PLUS	Granted	23/03/1988
88/0193	SITING OF 5 PORTAKABINS (TEMPORARY OFFICES)	Granted	20/04/1988
88/0240	EXTENSION TO CAR PARK	Granted	18/05/1988
88/0522	INFILL OF INNER COURTYARD TO FORM OFFICE & CONFERENCE	Granted	07/09/1988
88/0597	AMENDED APP'N; 4-STOREY OFFICE BLOCK (PHASE 2)	Granted	07/09/1988
88/0636	EXTENSIONS TO RESTAURANT	Granted	07/09/1988
88/0953	LANDSCAPING SCHEME	Granted	22/02/1989
89/0622	2-SIGNS (1-ILLUMINATED)	Refused	06/09/1989
89/0638	FACIA SIGN (NON ILLUMINATED)	Granted	07/08/1989
89/0814	NON-ILLUMUNATED BOX SIGN	Granted	01/11/1989
89/1074	FOUR & FIVE STOREY OFFICE BLOCK WITH	Granted	28/03/1990

90/0486	NEW GATEHOUSE AND ALTERATIONS TO EXISTING VEHICULAR	Granted	15/08/1990
92/0082	ALTERATIONS TO ENCLOSE THIRD FLOOR LINK	Granted	26/02/1992
93/0018	ERECTION OF NEW SECURITY FENCE	Granted	24/02/1993
94/0792	EXTENSION TO EXISTING GATEHOUSE	Granted	05/01/1995
94/0794	PROPOSED NEW ELECTRICAL SUB-STATION	Granted	05/01/1995
95/0203	SERVICE BAY WITH CANOPY OVER, TO POST ROOM	Granted	26/04/1995
95/0477	ERECTION OF 2.1 METRE HIGH SECURITY FENCE TO NORTHERN &	Granted	16/08/1995
95/0480	ERECTION OF NEW GATEHOUSE, ALTERATIONS TO EXISTING	Granted	16/08/1995
95/0590	ADVERT CONSENT TO DISPLAY 1 INTERN ILLUM FASCIA SIGN, 1	Granted	08/12/1995
95/0638	2 NO. 6 M HIGH GALVANISED METAL MASTS WITH SECURITY CAMERAS AND INFRA RED LIGHTS	Granted	08/11/1995
96/0375	RADIO ANTENNA ON ROOF OF BLOCK D	Granted	17/07/1996
96/0623	EXTERNAL ALTERATIONS TO BUILDING INCORPORATING	Granted	09/10/1996
98/0044	P.V.C. HORIZONTAL CLADDING TO WINDOW OPENING IN LINK BLOCK	Granted	25/02/1998
98/0166	ALTERATIONS TO ELEVATIONS OF MULTI-STOREY CAR PARK	Granted	22/04/1998
98/0219	PROPOSED ALTERATION TO REAR ENTRANCE OF BLOCK D & E	Granted	15/06/1998
98/0463	PVC CLADDING, BRICK PILLARS AND DISABLED RAMP TO MAIN ENTRANCE BLOCK 'D'	Granted	12/08/1998
99/0383	Grant Permission All Types - 23/07/1999	Granted	23/07/1999
99/0733	ADVERTISEMENT CONSENT FOR TWO FLAGPOLES	Granted	01/12/1999
99/0806	ALTERATIONS TO EXISTING CAR PARK	Granted	05/01/2000
99/0856	ADVERTISEMENT CONSENT TO DISPLAY NON-ILLUMINATED SIGN BOARDS	Granted	18/01/2000
T/01/0006	INCREASE HEIGHT OF EXISTING COLUMN TO 8M, REPLACE EXISTING ANTENNA WITH 6	Permission not required	23/03/2001
T/04/0002	TELECOMMUNICATION APPLICATION FOR PRIOR APPROVAL FOR INSTALLATION OF ADDITIONAL TELECOMMUNICATION APPARATUS	Raise No Objection	26/05/2004
T/97/0004	INSTALLATION OF A 6 METRE STUB MAST ON OFFICE ROOF	Permitted Development	10/09/1997
T/97/0005	ERECTION OF SIX SECTOR ANTENNAE, TWO DISH ANTENNAE, ONE RADIO	Permitted Development	20/10/1997
T/98/0001	AMENDMENT TO T/97/0005 - CHANGES TO POSITION AND SIZE OF THE RADIO	Not development (section 64 determ.)	20/01/1998

Parish Council Observations

Not applicable

Statutory Consultees

County Highway Authority

Response received on the 25th July, the developer has tabled a plan indicating road improvements to enable safe access to the site without blocking through traffic on South Park. Part of this would also facilitate easier movement for pedestrians crossing the road and accessing the town centre. The developer will need to provide a right turn ghost island, road widening, a central refuge for pedestrians and associated road markings and signage. This should be secured via a S 278 Agreement.

The developer should also be required to provide a £70,000 contribution towards improved public transport facilities in the locality. This would need to be secured by way of a S 106 Agreement. The above would be exactly what the County Council would require. (Officer Note; The applicants have confirmed in writing that they agree to the above)

LCC recommend a condition to the effect that the agreed highway works are constructed prior to any other development commencing on site. Also, standard highway works note to be added.

United Utilities

No objections provided the site is drained on a separate system with only foul water connected to the foul system. Surface water should discharge into the surface water sewer and may require the consent of the Environment Agency.

County Planning Officer

Verbally, no objections to the proposals now as they propose 60% affordable housing provision. (Written views awaited)

FBC Arboricultural Officer

The trees on site can be managed in an acceptable manner. The distance of the nearest trees to the proposed building would normally be a problem except that the majority of the trees will be removed due to their poor condition. Then there will be scope for selected tree planting and shrub species that will be appropriate for the site and not conflict with the building.

The application does not provide for landscaping (it would be a later reserved matter) however, some details have been submitted which identify areas that can be planted/landscaped and a woodland edge scheme can be established.

Any paths through the woodland can be discussed at a later application. The conifer hedging to the South Park elevation is to be removed. The introduction of new planting here will benefit the site as a whole and the setting of the building and would introduce sustainable tree planting in close proximity to the highway.

The only other issue I have is that as underground car parking is proposed, the removal of water from the ground could have a detrimental affect on the trees.

In principle, all remaining arboricultural and general landscaping issues can be addressed at submission of the reserved matters landscaping application.

Observations of Other Interested Parties

Windmill Housing Assn.

The Housing Assn. are to work with the developer in the delivery of the affordable Housing element of the scheme.

Lytham St Annes Civic Society;

There are major implications concerning the infrastructure of the town which should be addressed. Traffic and parking issues are important. The plans are not clear, there are many of them and they are difficult to understand by neighbours and the general public. The development would be overly large for the town. Further protection should be given to the trees surrounding the site.

Lytham St Annes Safe Cycling Campaign Group

Cycle stands should be provided, ideally under cover. I note that the offices have some such provision but the apartments do not. (Officer Note; The revised plans do now show cycle parking provision)

Sustrans

We would like to see a Green Travel Plan submitted and a contribution towards sustainable travel in Lytham.

Design Panel

The proposed development has been considered at length by the Design Panel and many hours have been spent with the developers architect in an attempt to deal with some fundamental concerns over the design of the scheme. These fundamental concerns have been with regard to the height of the buildings proposed, the design criteria of the scheme and landscape concerns. The developers architect has tried hard to deal with the design panels reservations and has worked with them in addressing them. This has resulted in some major amendments to the proposal. The design panel is split on the height of the building, but it is fair to say that the architect has worked hard in justifying that the height is acceptable in the location proposed. On the whole the majority view of the design panel is that it is acceptable. In terms of the actual design the proposal is evidently modern with a dominance of steel and glass. The building is stand alone in its environment and would produce an interesting gateway building at the entrance to Lytham. The site lends itself to a bespoke contemporary design and the amorphing nature of the built development into the surrounding trees and landscaping makes for an interesting transitional form of development. This was a fundamental issue that concerned the design panel, which included the Councils tree officer, and the view is that they have accomplished this now based on the revised plans.

Neighbour Observations

20no individual letters of objection on the following grounds;

- the proposal is just for high rise development in a compact area
- additional traffic generated by 180 dwellings will have a significant impact on the area
- 6 or 7 storeys here would destroy the area
- the scale and design of the proposed buildings are out of keeping with the area
- it is at least one storey higher than it should be and probably nearly 4 metres higher than the previous building
- it is overdevelopment of the site
- there are substantial numbers of old people living in Lytham, this will only add to those numbers
- the highway system in the area will not be able to cope with all the new development including the Rowland Homes one across the road
- poor television signal reception is already experienced here, this would make it worse
- noise disturbance caused by additional vehicles
- family houses would be better than more unnecessary flats
- it is out of character with the planning ethos of the area
- the proposals would dominate the Lytham skyline
- it would harm property values in Lytham
- it's just too much!
- the maximum height should be 3 storey
- the walkway through the trees would harm them

- parking levels may well comply with government levels, but it is not enough for this development
- in the past we have had problems with staff from Guardian/Aegon parking in the nearby roads. This will occur again if there are not enough car park spaces proposed to serve the development
- what about added demand for both primary and secondary schools?
- it's about time the council listened to what locals wanted and to those who pay their wages
- I've no doubt the councils finance department are happy with the proposal for another 180 dwellings
- I'm sure the decision is a formality
- 7 floor living for elderly/sheltered type of accommodation does not seem right, how are they to escape the building in the event of a fire?
- i note that the proposal is similar in height to the previous office block on the site but that is no reason to approve another tall building which is out of scale and character with Lytham
- a zinc look roof will look atrocious on a building of this height
- if approval is to be granted, I trust a condition would be imposed to ensure that the traditional cobbled wall would not be demolished
- the site should remain totally used for business/employment use. The town is quickly becoming an OAP paradise
- the proposals would be a blot on the landscape
- South Park and Forest Drive will both suffer from additional vehicular movements in association with both the office element and the residential part of the application
- I feel this is an ideal site for the new Health Centre

2no letters commenting favourably on the following grounds;

- the principle is clearly a good one, it's just the size is a bit on the large side
- I may even fancy living in one of these in the future, but they are a bit too tall

Relevant Planning Policy

Lancashire Structure Plan:

- Policy 2, Main Development locations,
- Policy 12, Housing Provision and
- Policy 14, Business and industrial land provision.

Fylde Borough Local Plan:

- Policies SP 1, EMP 2, EP 7, EP 12, TREC 17 and
- Policies HL1, HL 2 and HL 6 of the Revisions to the Housing Chapter of the Local Plan.

Other Relevant Policy:

- PPS1: Delivering Sustainable Development
- PPG 3: Housing
- PPG 13: Transport
- DETR Circ. 6/98

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The main issues here are firstly, compliance with the development plan, then highway safety issues, design/appearance of the proposal, impact on the preserved trees and affordable housing provision.

The site is allocated for employment uses in the local plan. (policy EMP 2 refers) In the past when considering applications at the site, the Council have engaged retail planning consultants to advise us

with regard to the loss of employment land. The view was that a mixed use of the site providing substantial employment on site, was not contrary to policy. This application is not at odds with that policy advice.

Previously on the site, it has been the view that it would not be contrary to policy to allow a mixed development of both offices and residential (see above). The proposal is for 4,850sq metres of office space and 180no flats. Within the residential block, there would also be an element of employment such as those in healthcare, cleaning/servicing, canteen/catering and general maintenance on the site as a whole. There has been no policy objection from LCC Planning offices to the development on the grounds that it is contrary to policy. Your officers view on this particular issue is that it is in not in conflict with policy EMP 2.

Lancashire County Council Highways have not objected to the proposals. On the contrary, with the proposed works to the highway (to be subject of a S 278 Agreement) and a financial contribution to improvements to public transport in the vicinity, (all detailed above in the consultee responses section) the LCC Highways officer has no objections to the proposals. The scheme proposes a total of 207 off street car park spaces across the site. (110 for the offices and 97 for the apartments)

The site is within 2 minutes walk of the town centre and in a highly sustainable location. There are a number of bus routes within easy walking distance of the site and the site is adjacent to Lytham Railway station. Schools, a variety of shops, playing fields and usual town centre facilities of restaurants, public houses and places of employment such as Lytham Hospital, The Land Registry and Aegon/AXA, are all in walking distance of the site. Slightly further afield, but easily accessible on a bicycle or on a bus, are Lytham St Annes High School, St Bedes High School, YMCA Sports Ground on Mythop Road, Blackpool & Fylde College Ansdell Campus on Albany Road and within 4 - 5 miles, BAe and the new Land Registry. The site is located in a sustainable location.

The applicants will be required to enter into a S 106 Agreement to contribute the sum of £70,000 towards improvements to public transport in the locality (which they have already confirmed their willingness to do)

Perhaps the most contentious part of the proposal is that of the buildings height and external appearance.

The height of the apartments is that of a seven storey building. Whilst this is more than the previous 4 storey computer block on the site, the floor to ceiling heights are less than those in commercial buildings. As mentioned earlier in the report, the difference between the former building and the proposal is indicated on plans and is (for the main) only 1.6 metres higher and 3 metres at the highest point. The palette of materials is of horizontal timber boarding, glazing and steel and aluminium. The site is surrounded by trees and it is felt that such materials will complement the setting of the development. On clear and sunny days the glass will reflect the tree cover and add to the greenery of the site. The timber boarding will weather down over time to a soft grey - brown and complement the site surroundings.

The main building is an amorphous "H" shape. At it's largest it is just over 70 metres by 70 metres. The building is part 5,6 and 7 storeys and contains a mixture of both 1 and 2 bedroom flats. There are 60no 1 bed units and 120no 2 bed units.

The elevations of the building are broken up by projections and recesses on both the glazed and timber boarded elevations. This relieves the length of these elevations and adds visual interest and movement to what would otherwise be fairly flat, featureless elevations.

The six storey office block is mainly of glazed external materials with the western end in horizontal timber boarding.

Public open space provision is to be dealt with via the requirements of policy TREC 17 of the local plan and a condition to this effect is recommended.

The trees on site are in the main retained with only some selected removal to the south of the proposed building. A full tree report has been prepared which gives arboricultural reasons for the removal of certain trees and also proposes new tree planting on parts of the site.

The application proposes a 60% provision of affordable housing across all of the units proposed; ie; 54no extra care and 54no "standard" flats, the remainder obviously being for market sales. This is in compliance with the revisions to the Housing Chapter as recently recommended by the Local Plan Inspector.

Whilst in the majority of Outline applications can deal with affordable housing by the imposition of a condition, in this case, as it is a relatively detailed outline application (the only matter not applied for being Landscaping), it is appropriate to deal with the matter by way of a S 106 Agreement to secure the benefits of affordable housing for both future occupants of the development as well as the first occupants.

Conclusions

The application is considered to be acceptable as it complies with development plan policies, the revisions to the Housing chapter of the Local Plan and there are no objections from LCC Highways. The design, though clearly modern in form, is considered to be acceptable in this location, being partly screened by trees and seen opposite the existing Aegon office complex.

Recommendation

That Planning Permission be GRANTED subject to the applicant entering into a S 106 Agreement regarding both the provision of affordable housing and to ensure the contribution towards improvements to public transport in the locality, and the following conditions:

1. A subsequent application for the approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
 - [a] The expiration of five years from the date of this permission;
 - or
 - [b] The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter approved.

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2. Before any development is commenced (a) reserved matters application(s) must be submitted to and approved by the Local Planning Authority in respect of the following reserved matters:

Reserved matters are:- Landscaping to the Development Site.

This permission is an outline planning permission and details of these matters still remain to be submitted.

3. Notwithstanding any denotation on the approved plans Samples of external materials of construction, and roof treatment, including colour, shall be submitted to and approved by the Local Planning Authority no later than 21 days prior to the commencement of any built development works on site. Thereafter only those approved materials shall be used in the development unless

otherwise agreed in writing with the Authority.

In the interest of securing a satisfactory overall standard of development.

4. A full specification of all proposed surface materials shall be submitted to the Local Planning Authority for approval prior to the commencement of the development; thereafter only those approved materials shall be used upon the development unless otherwise agreed in writing with the Local Planning Authority.

In the interests of the overall quality of the finished development.

5. No development authorised by this permission shall commence until the off site highway works required under the S 278 Highways Agreement, have been implemented in full.

Reason; In the interests of highway safety and to provide a safe access and egress from the highway to the application site.

6. The car parking [and unloading and loading] area as indicated on the approved plan shall be constructed, drained, surfaced and laid out to the satisfaction of the Local Planning Authority concurrently with the remainder of the development and shall be made available for use prior to the first occupation of the premises, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for residents on the site, their visitors or delivery / collection vehicles.

To provide satisfactory off-street parking in accordance with Council's adopted standards.

7. Prior to any development commencing on site, details of all means of enclosure to the site shall be submitted to and approved by the Local Planning Authority. Only such approved materials shall be erected on site unless written confirmation is given to the use of alternate materials.

Reason; In the interest of visual amenity.

8. This application does not authorise the demolition/removal of the cobbled wall surrounding the site. The wall shall be retained and repaired/restored where necessary.

Reason; In the interests of visual amenity and to comply with policy EP 7 of the Fylde Borough Local Plan.

9. Before the development hereby permitted is commenced measures shall be agreed with the Local Planning Authority for the safeguarding and protection of existing trees from damage by development works, storage of materials and operation of machinery. The area within which trees are growing shall be adequately fenced off with chestnut paling or other similar fencing to the satisfaction of the Local Planning Authority before any development is commenced, or material brought into the site. No vehicles shall pass into this area, no materials shall be stored there, no waste shall be tipped or allowed to run into the area, no fires shall be lit and no physical damage to bark or branches shall be allowed. Any pruning or other treatment to trees shall be competently carried out only after agreement with the Local Planning Authority.

To safeguard the visual amenities of the neighborhood.

10. Any trees removed without the consent or trees damaged or becoming

severely diseased during the development period shall be replaced during the next planting season with trees of such a size and species as may be agreed with the Local Planning Authority.

To safeguard the visual amenities of the neighborhood.

11. A scheme for the external lighting of the building / premises / site curtilage [including degree of illumination] shall be submitted to and implemented to the satisfaction of the Local Planning Authority; any addition or alteration to the scheme shall be agreed in writing with the Authority.

In the interests of visual / residential amenity.

12. The developer shall give the Local Planning Authority a minimum of seven working days [excluding weekend] notice of the laying of a highway or the laying out of [a] dwelling[s] that lie within 5 metres of trees protected by a Tree Preservation Order or trees required to be retained as part of the landscaping scheme.

To safeguard trees under statutory protection or those required to be retained.

13. The residential block shall be constructed concurrently with the office block.

Reason; The construction of only the residential block would be contrary to policy EMP 2 of the Fylde Borough Local Plan. The site is an allocated existing business and industrial site under the aforementioned policy.

14. This consent relates to the following plans received by the Local Planning Authority;

-9204/2/11ALL
-9204/1/11AS
-9204/2/300
-9204/2/301
-9204/2/302, All dated the 26th August 2005

-9204/2/310
-9204/2/311, Dated the 16th September 2005

-9204/1/11S, Dated the 20th September 2005

For the avoidance of doubt and as agreed with the applicant / agent.

15. No development shall take place until full details of a scheme to provide public open space in accordance with the provisions of policy TREC 17 of the Fylde Borough Local Plan , have been submitted to and approved by the Local Planning Authority.

Reason; To ensure the provision of public open space within the requirements of policy TREC 17 of the Fylde Borough Local Plan.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

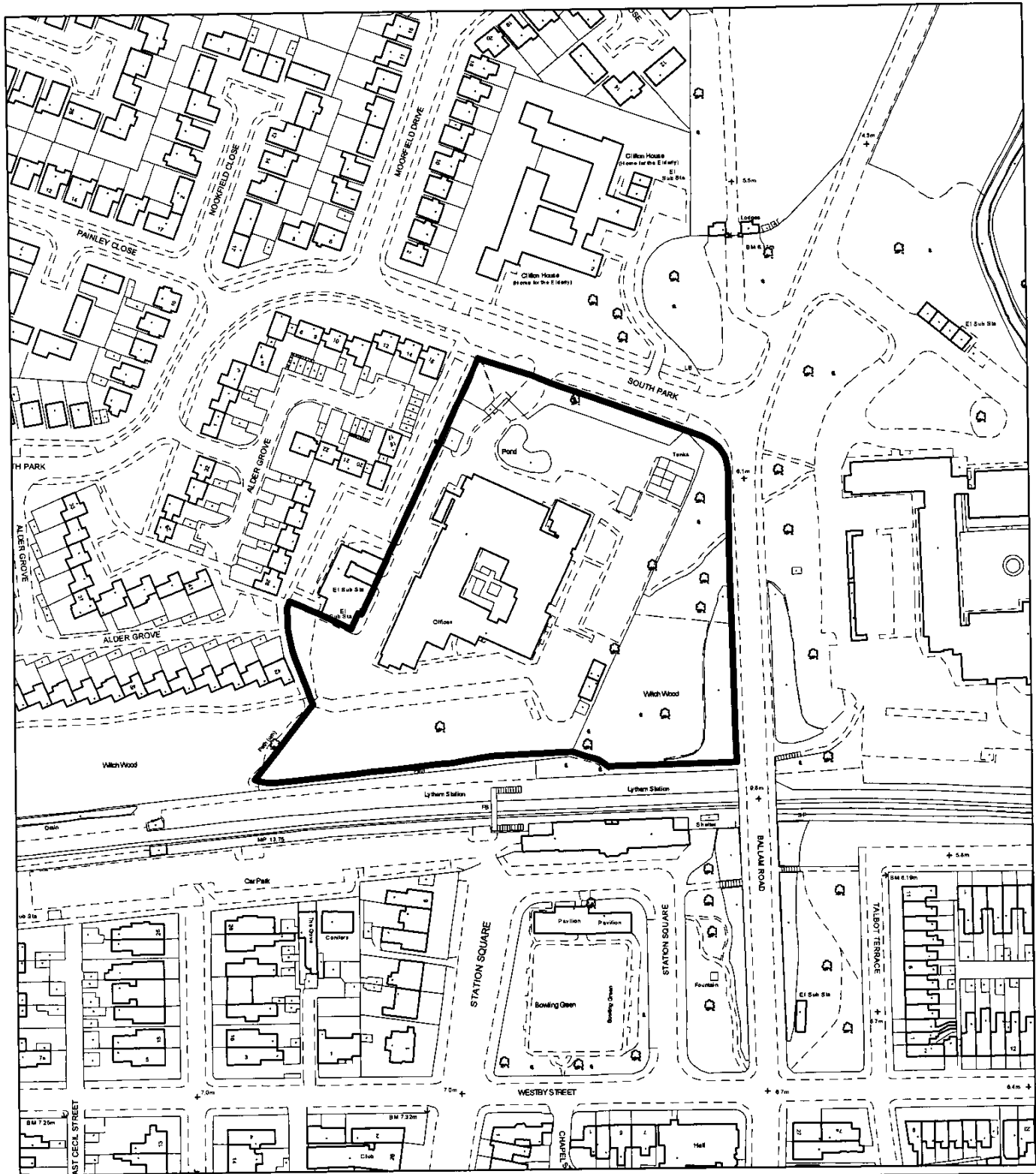
SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:
The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan:SP1, EMP 2, EP 7, EP 12 & HL 1, 2 and 6 of the Revisions to the
Housing Chapter

Joint Lancashire Structure Plan:Policies 2, 12, 14

PPG's/PPS's: PPS1,PPG3, PPG 13



<p>D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council</p>		<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>		
<p>Application No. 5/05/0210</p>	<p>Address Guardian Ballam Road, Lytham</p>	<p>Grid Ref. E.3364 : N.4275</p>	<p>Scale N.T.S.</p>	<p>Item No. 2</p>

Item Number: 3

Application Reference: 05/0675	Type of Application: Full Planning Permission
Applicant: Kensington Developments Ltd	Agent :
Location: WAREING, RIBBY ROAD, WREA GREEN, PRESTON	
Proposal: RESERVED MATTERS FOR RESIDENTIAL DEVELOPMENT OF 38 DWELLINGS COMPRISING OF 18 HOUSES, 12 SHELTERED APARTMENTS AND 8 AFFORDABLE UNITS.	
Parish: Ribby with Wrea	Area Team: Area Team 1
Weeks on Hand: 9	Case Officer: Mr D Shepherd
Reason for Delay: N/A	

Summary of Recommended Decision: Approve Subject to Section 106

Summary of Officer Recommendation

The application is a reserved matters application for the following; Siting, design and external appearance. Access was approved at outline stage and the final reserved matter, landscaping, would be subject of a separate application if this matter is approved.

The proposals have been the subject of a number of revisions from the original submission, following discussions with officers and the Design Panel.

The application before members now is considered to be acceptable and is recommended for approval with conditions and a S 106 Agreement to secure the affordable housing both for future occupants as well as the initial occupants of the 8no affordable units.

Reason for Reporting to Committee

The application has affordable housing issues and there is considerable local interest in the application.

Site Description and Location

The application site is the current Wareings site in the centre of the village. The site is surrounded on all sides by residential development. This is in the main of dormer bungalow form. There is also the Church Row terrace of small thatched cottages. In the Smithy Fold area are more traditional two storey properties and there is a pair of semi detached dwellings adjacent to the entrance of the site. The Smithy Cottage is within the Conservation Area..

Details of Proposal

The application is for reserved matters and proposes a total of 38no dwellings incorporating 18no houses, 12 sheltered apartments and 8no affordable dwellings. The proposals are in the style of the Arts and Crafts movement, or more precisely, Charles Rennie Macintosh (Glasgow School of Art)

The form of development is a mixture of terraces (of varying sizes), two and a half storey buildings and a detached, thatched dwelling to replace Smithy Cottage.

The scheme proposed would provide underground car parking for all dwelling units on the site and the "ground level" has been designed to be pedestrian priority reducing the visual presence of the motor car.

Relevant Planning History

Application No	Development	Decision	Date
01/0390	OUTLINE APPLICATION FOR RESIDENTIAL USE	Granted	05/02/2003
02/0749	CONSERVATION AREA CONSENT TO DEMOLISH SINGLE STOREY REAR EXTENSIONS	Withdrawn by Applicant	19/11/2002
04/0336	RENEWAL OF TEMP PLANNING CONSENT 99/0186 FOR TEMP OFFICE ACCOMMODATION	Granted	17/05/2004
90/0741	ERECT FIRST FLOOR OFFICE EXTENSION	Granted	05/12/1990
99/0186	MODULAR BUILDING FOR USE AS TEMPORARY OFFICE ACCOMMODATION.	Granted	21/04/1999

Parish Council Observations

Ribby with Wrea Parish Council

Final views to be submitted after their public meeting on the 10th October, but their main concerns to date are as follows;

- density of the development is approximately twice that of the surrounding area
- although the tower within the development is the only true 3 storey element, many of the properties have 3 floors within them. Most surrounding properties are only 1 and a half or 2 storeys
- the demolition of Smithy Cottage seems unnecessary only to be replaced by a larger and repositioned dwelling. The "gain" to the conservation area is questionable
- we have great concerns over the density of the development
- the proposal will have an unacceptable loss of privacy on the residents of properties in Orchard Close, Woodland Close and the end of Manor Road. Manor Road will be overlooked for the first time

Statutory Consultees

County Highway Authority.

The application is a reserved matters application, the access having being applied for at outline stage. The applicant has agreed to construct a footway cross over at the entrance to the site and a rumble strip within the site. I am happy with these amendments to the scheme.

Observations of Other Interested Parties

United Utilities

No objections providing that the site is drained on a separate system, with only foul drainage connected into the foul sewer.

Several public sewers cross the site and we will not permit building over them. We will require an access strip of no less than 6 metres wide. Therefore, modification of the site layout, or, a diversion of the affected public sewer at the applicants expense may be necessary.

CPRE

We object to the development. We note that the application proposes the demolition of a dwelling that is within the Conservation Area.. The violation of the conservation area has not been

justified. We note the scheme involves 2 and 3 storey development and would suggest that only 2 storey is acceptable.

Design Panel

This is a pleasant and well designed scheme clearly influenced by the arts and crafts movement and Rennie Macintosh. There is a mixture of types of dwelling but there are clear and identifiable characteristics which link the dwellings together to provide a design hierarchy of development which is individual but fits in with the wider character of Wrea Green. The narrow roads and use of underground car parking provides the scheme with a welcomed traditional charm, all too absent on most housing schemes, that will enhance this part of the village.

There are some concerns, however with regard to the height of some of the 3 storey houses proposed. Although this provides for interesting variations in roof heights, which from a pure design perspective is good, there are concerns regarding the impact of the heights on surrounding residential properties and from key vantage points around the village. On the whole, but bearing in mind the reservations referred to above, the proposed development is an appropriate design response to the development of an important site in the village.

Neighbour Observations

39no individual letters of objection on the following grounds;

- the proposed development is too close to existing properties surrounding the site
- overlooking issue due to this proximity
- noise will be a problem. Imagining having someone having a BBQ that close to you
- the house types are too high
- there are too many houses crammed onto the site
- two and a half storeys is too high for the site
- the height of the proposals will affect the sunlight we currently enjoy
- where will the children go to school as our school is oversubscribed
- will the drainage be adequate
- if each house has 2 vehicles, there will be an extra 76 vehicles a day driving around the village
- traffic problems will inevitably follow
- this is a quaint, beautifully aesthetic village and we want it to remain so
- we clearly favour the change from industry, but there are too many houses proposed
- the proposals are not in character with the village. It was mentioned in the Domesday book
- I have trees on my side of the boundary and am concerned what affect this will have on them
- the fences proposed are too low at 1.5 metres
- the density of dwellings is too high. A total of 25 would be more appropriate
- the entrance to the site needs to be re examined
- is conservation in this village null and void
- the sewerage system is already overloaded, this will make it worse.
- we have had raw sewage in our garden, the system cannot cope now
- this corner of the village is characterised by old world thatched cottages and very low level non thatched cottages on Ribby Road. Bungalows surround much of the rest of the site
- why do the proposed affordable houses need to be turned into council houses for rent
- the site is sloped and the highest part is to the south of the site near Orchard and Woodland Close. It is on these parts of the development that the highest properties are to be built. This is out of keeping
- the public transport here is not that good. Shops and places of work will be quite some distance from Wrea Green. Would it not be better to transfer the affordable allocation to a more convenient location
- density is too high, 18no would be more appropriate
- reduction of water supply to the village
- thousands of pounds reduction of property values surrounding the site would occur
- this application has no resemblance to the outline plans submitted by Wareings
- we would support a scheme providing housing at prices driven by market forces for both young and

old families

- the proposed underground parking will cause subsidence, cause water table and drainage problems
- I strongly object to affordable housing units as this does not mean housing for first time buyers to purchase
- single storey sheltered housing is more appropriate than 3 storeys
- the Wareings site is not a suitable site for affordable housing and sheltered housing
- the village has a mix of building styles and they gel together well. However, I cannot recall any purpose built three storey dwellings in the village anywhere. To introduce them adjacent to the conservation area would be unacceptable
- unless immediate action is taken to improve the sewer in Ribby Road, this development will cause significant problems to it in the near future
- the three storey height will overwhelm the village centre and cause privacy problems to neighbours surrounding the site
- the access onto Ribby Road with 38 dwellings proposed would be an accident waiting to happen
- we have a right to park our car at the rear of our property and we will continue to do so
- there should be a proper footpath to the rear of Church Row
- the proposal provides insufficient parking for the development bearing in mind most people have 2 cars
- the tower feature on the three storey building is totally out of character with the village
- there is a substantial amount of asbestos on the site, how will this be disposed of
- there are too many windows proposed around the boundaries of the development which will lead to severe overlooking and loss of privacy to existing properties
- the current Wareings site blends in with houses surrounding it
- the original site area was .64 of a hectare. National planning guidance states that 30 - 50 dwellings per hectare is appropriate. At 38 dwellings, the density would be around 59 per hectare. This is well above the range in PPG 3
- the original outline application, in the officers report, suggested the site could accommodate 25 dwellings. This application is a 50% increase on this.
- the planning authority, whilst having to adhere to central government advice on planning matters, also have to consider the existing scale and density of the area, this is too intensively developed a proposal bearing the locality
- the proposal, especially considering the proposal to demolish Smithy Cottage, would be detrimental on the character and appearance of the conservation area
- there is no play space provision for children within the development
- we need to see landscaping and boundary treatment details in order to properly assess the application
- the outline application did not seek the demolition of Smithy Cottage. This should not be allowed to be demolished as it in effect would bring the new development proposals into the conservation area.
- demolishing a house in the conservation area would set an unwarranted precedent in the conservation area
- the proposed replacement dwelling for Smithy cottage is turned around the other way with its back facing the Green. This will alter the character of the area as dwellings traditionally face the Green as opposed to turning their backs on to it
- the height of the proposed replacement dwelling is higher than Church Row and its design, though with a thatched roof, would be detrimental to this part of the conservation area
- the replacement dwelling for Smithy Cottage is nearer to my house than the current dwelling, is further in front of the existing and would be 2 metres taller than my property as my land is about a half metre lower than the Smithy Cottage land. The main natural light to my bedroom is from windows in my gable, adjacent to Smithy Cottage, so this will be severely affected by the proposals.
- engines being started and doors being jammed will echo in the underground car park causing noise and disturbance
- I do not object to the principle of the development but feel the proposal is over intensive, too tall and there is insufficient off road car parking for the development
- there will be disruption caused during construction
- are the developers going to build a new Parish Hall or not
- having had the nuisance of Wareings for 25 years in terms of noise and smells, it now seems we will

have the issue of 3 storey dwellings within close proximity to our boundary with the associated overlooking and loss of privacy and loss of daylight and sunlight caused by such high buildings - if the development is to be approved in some form there must be conditions imposed regarding appropriate windows, doors, materials of construction, site/land levels, to ensure any approval is not watered down or cheapened

Relevant Planning Policy

Lancashire Structure Plan:

- Policy 2: Main Development Locations,
- Policy 12: Housing Provision.
- Policy 2: Lancashire Natural and man made heritage

Fylde Borough Local Plan:

- SP 1, EP 3 ,TREC 17 and
- HL 2 of the Post Inspectors Revisions, (Housing Chapter)

Other Relevant Policy:

- PPS1: Delivering Sustainable Development
- PPG 3: Housing
- PPG 15: Planning and the Historic Environment

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

As stated earlier in the report, this application is a reserved matters application for siting, design and external appearance. Means of access was approved at outline stage and landscaping remains to be submitted.

No numbers of units were mentioned in the description of residential development at outline stage, nor was there a condition imposed in terms of dwelling numbers. There was a condition imposed on the outline approval to the effect that 20% of the site (in terms of numbers) should be for affordable housing, hence the 8no units out of the 38 for affordable use.

The site consists of one single dwelling as a replacement for Smithy Cottage, a terrace of 12no units, three terraces of 4no units, a block of 8no apartments and a block of 5no apartments. The terrace of 12 in the main faces the rear of properties in Manor Road. These properties are two storey facing towards Manor Road and five of them are proposed to have conservatories. The garden lengths of these properties are 10.5 metres, though some have conservatories in them as well. The dwellings in Manor Road abutting the development site enjoy gardens of between 13 and 19 metres in length. The total length between the dwellings would be between 23.5 and 29.5 metres on this part of the site.

Plots 18 to 23 back on to dwellings in Ribby Road. The proposed dwellings are all two storey. With the exception of plot 18, the dwellings are between 9 and 10.5 metres from the boundary of those on Ribby Road. The side elevation of plot 18 has a secondary window at first floor which could be conditioned to be both obscurely glazed and fixed closed. The closer windows of plots 19 to 23 are for bathrooms or secondary windows and these can be obscurely glazed by condition. The rear gardens of the existing properties in Ribby Road at this point are between 11 and 19 metres in length.

In relation to plots 8 to 11, these dwellings are a mixture of 2, 2 and a half and a third floor (in a gable form) on plot 8. These properties have gardens of between 10.5 and 12 metres in length. Three of the

dwellings have conservatories proposed. These dwellings side on to the rear garden of 6 Woodland Close and the rear of two bungalows in Orchard Close. Plot 8 has a bedroom in the gable at third floor, however, this room is also served by a window to the front of the property and it would be appropriate to obscurely glaze this gable window to prevent additional overlooking of the rear garden at 6 Woodland Close. One of the bungalows in Orchard Close (Little Orchard) has a garden that ranges in length from 9 metres to just over 11 metres as it is at an angle to the Wareings site. The distance on the application site at the same spot is 11.5 to 12 metres, though there is a conservatory proposed here.

There is a block of 5no apartments proposed adjacent to 3 Woodland Close and the end of the rear garden of a property in The Fold. This building is of 2 and 2 and a half storey height facing 3 Woodland Close. The two storey element is 4 metres off the boundary but has only two small secondary windows that can be obscure glazed. The property at 3 Woodland Close is side on to the Wareings site and is approximately 6 metres from the boundary at the closest point. The 2 and a half storey element of the proposal is about 11 metres away from the boundary and is for a bedroom and bathroom. The lounge/dining room faces to the north (within the development). The two storey elements nearest windows to the rear garden of The Fold are 10.5 metres to the boundary.

Plot 7 is side on to the side of 6 Woodland Close. Plot 7 is a two storey dwelling and the only windows to the side are secondary windows to bedrooms which can be obscure glazed by condition. The distance between the two dwellings is approximately 8.5 metres side to side.

Plot 1, the proposed replacement dwelling for Smithy Cottage, is a modern detached house with a thatched roof on it. It is the same ridge height as the existing Smithy Cottage and 1 metre lower at eaves than the existing to get the pitch that is required for a thatched roof. The existing footprint of Smithy Cottage is 6 metres wide by 11.5 metres long (max) and the proposed replacement is 8 metres wide by 12.5 metres long (max) The existing Smithy Cottage is set back approximately 5.5 metres from the main building line of the adjacent cottages at Church Row. The proposed replacement dwelling would line up with the front line of Church Row. The orientation of this property would change in that currently it faces the Green to the front elevation, the proposal would see the rear elevation face the Green with the frontage into the site.

Some of the plots on the site do have a third floor of accommodation, however, this is by way of utilising the roof space rather than a full third floor. Fenestration is by a mix of dormers coming through at eaves level and within the roof, velux type openings and, in the case of the sheltered flats, there is a third floor to the corner tower feature.

The site density is at approximately 51 units per hectare. Central Government Planning Guidance in PPG 3 advises that local planning authorities should seek minimum densities of between 30 to 50 dwellings per hectare. What is also relevant is the existing densities in the area in the vicinity of the site and also, in terms of design, the variety of styles and design in the village. As the village encompasses many styles ranging from traditional thatched cottages, an array of styles around the Green, to more traditional Victorian dwellings and more recently dormer bungalows, there is no one dominant style anymore. The proposal in that regard cannot therefore be deemed to be unacceptable.

In the neighbour objections received, great concern has been made with regards to the development including some three storey elements. There are very little full, three storey elements within the scheme. There are areas within the development where there are 3 storeys within a building, but as previously mentioned, these are provided within the roof spaces or with dormers breaking through at eaves level. Some rooms in the roof are also served by velux type roof lights.

One area of particular concern to your officers in particular, was the relationship of the proposals in the south west corner of the site, to the dormer bungalows in Woodland Close. The applicants have submitted site sections of the area and elevations showing the relative relationship between the proposals and the existing dwellings. The resultant relationship is considered to be acceptable, but

clearly slab levels across the site as a whole need to be secured and agreed through condition.

Concern has also been raised regarding highways issues. The application at outline approved the access. There was no numbers of dwellings approved at outline. The LCC Highways officer has raised some minor issues regarding the internal access/vehicular arrangements and these have been acknowledged by the applicant and will be the subject of slight revisions.

Some of the objections relate to the principle of the development of the site for residential. Clearly this is already approved. Drainage matters are of concern to locals and United Utilities have commented on the scheme. (see appropriate section) Any work required to the drains/sewers that will have to be carried out will be at the developers expense.

Other concerns such as potential property devaluation as a result of the scheme are not planning issues.

The site area is just under .74 hectares as previously mentioned. There was mention in the outline application that the site was only .64 hectares. This was incorrect.

Noise, smells and general disruption during any building works are, unfortunately, a fact of life during the course of construction.

Policy TREC 17 deals with public open space on residential development sites, this is proposed to be dealt with via an appropriate condition in the section below.

In terms of the demolition of the existing Smithy Cottage, this is a separate application for Conservation Area Consent. In brief, the issues here are; would the demolition of the existing Smithy Cottage have a detrimental affect on the character and appearance of this part of the Wrea Green Conservation Area. The matters for consideration on this application, but specific to the replacement of the Smithy Cottage, are, what impact does the proposed replacement for Smithy Cottage have on the character and appearance of this part of the conservation area.. Whilst the proposed replacement is not a traditional cottage in the true sense, it still appears as a detached cottage, albeit larger in form and massing than those in the adjacent Church Row terrace.

The existing Smithy Cottage is not thatched and it too is taller than the adjacent thatched terrace. It is not a building of any great architectural merit and arguably does not add anything to the character and appearance of the conservation area other than the fact that it has been there for a long time. Perhaps the most contentious element here is the proposal to change the orientation of the replacement dwelling so that the rear of the property would face towards the Green. Conditions withdrawing permitted development would be appropriate to impose to prevent inappropriate development/extensions to the dwelling which would be easily visible from the Green.

Conclusions

The application is considered to comply with adopted development plan policies, central government planning guidance and all other planning issues. Members will undoubtedly have their own views on the design of the proposals but your officers feel the proposal is acceptable and should be approved.

Recommendation

That Planning Permission be GRANTED subject to the applicant entering into a S 106 Agreement under the 1990 Town & Country Planning Act, to ensure the benefits of affordable housing are retained for future occupants of the 8no units, and the following conditions:

1. Notwithstanding any denotation on the approved plans the materials of construction to be used on

the external elevations and roof must match those of the existing building[s] in the terms of colour and texture and samples of the materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of building operations and thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

To ensure a consistency in the use of materials in the interest of visual amenity.

2. A full specification of all proposed surface materials shall be submitted to the Local Planning Authority for approval prior to the commencement of the development; thereafter only those approved materials shall be used upon the development unless otherwise agreed in writing with the Local Planning Authority.

In the interests of the overall quality of the finished development.

3. The proposed window[s] shown coloured GREEN on the approved plan shall be glazed with obscure glass of a type to be agreed with the Local Planning Authority and shall thereafter be retained or if replaced the glass shall be of the same type as previously agreed.

To safeguard the amenities of the occupants of adjoining residential premises.

4. All window frames on the proposed dwelling(s) shall be set in 4 inch/100mm reveal and thereafter maintained as such to the satisfaction of the Local Planning Authority.

To ensure a satisfactory standard of development in the interests of the overall quality of the built development.

5. Details showing the design of all windows shall be submitted to and approved by the Local Planning Authority before development is commenced.

Such details are not clearly shown on the application and to secure an overall satisfactory standard of development.

6. All windows and doors shall be of a timber construction and painted or stained in a colour to the satisfaction of the Local Planning Authority; they shall all be set in reveal within their openings.

In the interests of the overall appearance of the development.

7. A scheme for the external lighting of the building / premises / site curtilage [including degree of illumination] shall be submitted to and implemented to the satisfaction of the Local Planning Authority; any addition or alteration to the scheme shall be agreed in writing with the Authority.

In the interests of visual / residential amenity.

8. The car parking [and unloading and loading] area as indicated on the approved plan shall be constructed, drained, surfaced and laid out to the satisfaction of the Local Planning Authority concurrently with the remainder of the development and shall be made available for use prior to the first occupation of the premises, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for residents on the site, their visitors or delivery / collection vehicles.

To provide satisfactory off-street parking in accordance with Council's adopted standards.

9. A scheme shall be submitted for any alterations to existing ground levels on site indicating existing and proposed levels and the nature of the proposed works in sectional detail. Such details shall also include proposed slab levels of the dwellings hereby approved, relative to the levels of dwellings outside of the site.

To ensure the safeguarding of amenities of residents of properties that surround the site.

10. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Class(es) A to H (inclusive) of the Town and Country Planning General Permitted Development Order 1995 [or any Order revoking or re-enacting that Order], no further development of the dwelling[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

- A House Extensions.
- B&C Roof Extensions/alterations
- D Porches
- E Curtilage buildings
- F Hardstanding
- G Fuel containers
- H Satellite antenna]

To ensure that the Local Planning Authority has control over any future development of the dwelling[s] which may adversely affect the character and appearance of the dwelling[s] and the surrounding area.

11. Notwithstanding the provision of Class(es) A, B & C of Part 2 to Schedule 2 in Article 3 of the Town and Country Planning General Permitted Development Order 1995 [or any Order revoking or re-enacting that Order], no further development of the dwelling[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

- A Gates, walls, fences
- B New access
- C Exterior treatment]

To ensure that the Local Planning Authority has control over any future development of the dwelling[s] which may adversely affect the character and appearance of the dwelling[s] and the surrounding area.

12. Prior to development commencing, details of all means of enclosure both to the site boundaries and within the site, shall be submitted to and approved by the Local Planning Authority. Only such agreed details shall be constructed/erected at the site unless written approval is granted to alternative details.

Reason; In the interest of visual amenity and to secure a satisfactory standard of development.

13. The proposed windows shown BLUE shall be permanently fixed shut and be obscurely glazed in a manner to be agreed in writing with the Local Planning Authority. Such works to said windows

shall be retained permanently.

Reason; In the interests of the amenity of the occupants of neighbouring properties.

14. This consent relates to the following plans received by the Local Planning Authority

-1476.22 rev A
-1476.23 rev A
-1476.24
-1476.25 rev C
-1476.26 rev C
-1476.27
-1476.28 rev B
-1476.21 rev B (dated 1st September 2005)
-1476.05 rev C (dated 22nd September 2005)
-1476.11 rev C "
-1476.12 rev E "
-1476.13 rev C "
-1476.14 rev B "
-1476.29 rev B "
-1476.30 rev B "

All "part" elevations numbered 1476.41/42/43/44/45/46/47/48
and sections/details from Woodland Close and Orchard Close numbered 1476.51/52/53/54/58
Road Layout Plan KD45/CIV/101 rev A, dated 27th September 2005

For the avoidance of doubt and as agreed with the applicant / agent.

15. No development shall be commenced until a scheme for the provision of public open space in compliance with the provisions of policy TREC 17 has been submitted to and agreed in writing by the Local Planning Authority.

Reason; To provide public open space to serve the development in line with policy TREC 17 of the Fylde Borough Local Plan.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

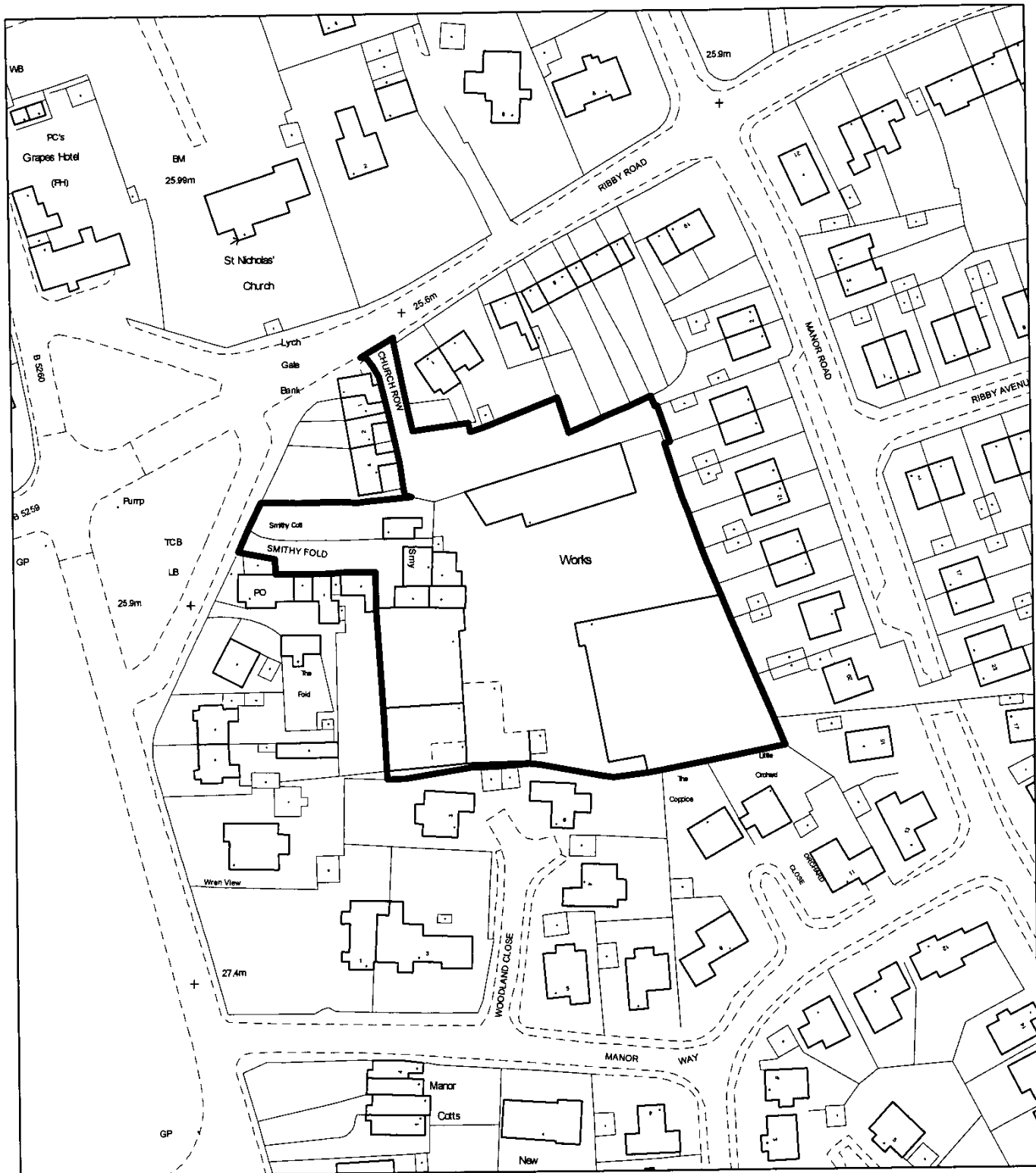
SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan:SP 1,EP 3 and HL 2 of the changes to the Housing chapter of the Local Plan

Joint Lancashire Structure Plan:Policies 2, 12 and 21
PPG's/PPS's: PPS1,PPG 3



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<p>Application No. 5/05/0675</p>	<p>Address Wareings Ribby Road, Wrea Green</p>	<p>Grid Ref. E.3398 : N.4315</p>	<p>Scale N.T.S.</p>	<p>Item No. 3</p>

Item Number: 4

Application Reference: 05/0676	Type of Application: Change of Use
Applicant: Mr David Armer	Agent :
Location: PEPPER HILL FARM, ROSEACRE ROAD, SALWICK, PRESTON	
Proposal: CHANGE OF USE FROM MILKING PARLOUR AND STOCK REARING YARDS TO LIVERY STABLES AND INDOOR EXERCISE YARD - PART RETROSPECTIVE.	
Parish: Newton Clifton and Salwick	Area Team: Area Team 2
Weeks on Hand: 6	Case Officer: Ruth Thow
Reason for Delay: N/A	

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

The proposal fails to comply with policy SP13 of the Adopted Fylde Borough Local Plan and Government policy set out in PPS7 "Sustainable Development In Rural Areas", in that equine related activities should be for small-scale horse enterprises. That is, enterprises involving up- to 10 horses. Members are therefore recommended to refuse permission.

Reason for Reporting to Committee

The application is on the agenda as the officer recommendation is contrary to that of the Parish Council.

Site Description and Location

The application site is at Pepper Hill Farm, Roseacre Road, Salwick and proposes the re-use of a milking parlour 25 metres wide by 46 metres in length, within a group of farm buildings.

Details of Proposal

The application proposes the conversion of the milking parlour for use as livery stables for 24 horses, feed and bedding store and manure storage area contained with the existing building. Car parking is proposed in the yard area adjacent to the milking parlour and in a further yard area to the rear of another barn within the farm complex.

Relevant Planning History

Application No	Development	Decision	Date
02/0094	CONVERSION OF BROILER HOUSE INTO 16 STABLES & NEW SAND PADDOCK	Granted	27/03/2002
88/0021	ERECTION OF BUILDING TO FORM DAIRY	Granted	18/05/1988

	PROCESSING PLANT		
90/0158	ERECTION OF BROILER UNIT	Granted	28/03/1990
92/0257	EXTENSION TO EXISTING GENERAL STORE BUILDING	Granted	17/06/1992
94/0369	PORTAL FRAMED BUILDING TO COVER EXISTING YARD AREA	Granted	20/07/1994
94/0858	CIRCULAR 18/84 APP. FOR SHEET CLAD GENERAL PURPOSE AGRICULTURAL BUILDING	Granted	04/01/1995

Parish Council Observations

Newton & Clifton Parish Council

"Object to the proposal - Roseacre Road is a narrow Road that is maintained only fit for its existing purpose. Members considered that the application does not properly address and therefore may be prejudicial to the road safety issues that will arise from the proposed development. Council also considers that the access/egress to/from the public highway is unsatisfactory, given the projected increase in vehicular traffic to/from the development site. Moreover the on site provision for vehicular parking is considered unsatisfactory."

A plan to show the proposed car parking layout was requested and submitted and a copy was then forwarded to the Parish Council who submitted a further letter on 2nd September 2005 recommending approval.

Statutory Consultees

County Highway Authority

"No highway observations".

Environment Agency

"No development approved by this permission shall be commenced until, a scheme for the containment and storage of manure has been approved by the Local Planning Authority. Such a scheme shall be constructed and completed, in accordance with approved plans."

County Land Agent -

Introduction

A planning application has been submitted by Mr Armer for the change of use of two adjoining agricultural buildings to be utilised in conjunction with a proposed horse livery enterprise. An inspection of the application site was undertaken on 7 September whilst Mr Armer was also present. The information provided forms the basis of this appraisal.

Background Information

Mr Armer occupies Pepper Hill Farm as an agricultural tenant as the farm forms part of the Duchy of Lancaster's Salwick Estate. He has occupied the farm for approximately 20 years having moved from his family's tenanted farm being the adjoining holding Pinfold Farm which his brother is currently the tenant of.

Mr Armer took the decision to cease farming approximately two years ago and with the agreement of his landlord he has let the majority of the farmland and farm buildings to his brother. Mr Armer now operates as a self employed builder with his base being Pepper Hill Farm. He intends to continue the current letting arrangement to his brother for the foreseeable future, although he has not ruled out farming the unit in the future.

I understand from my discussions with the applicant that the circumstances surrounding the submission of the current application has been due to an approach by a friend of the applicant to utilise the buildings as proposed with a view to keeping livery horses. The applicant does not intend directly running the livery business himself but instead it will be run by the applicant's friend.

Agricultural Land

The farm extends to 87.5 hectares (216 acres) which is rented by the applicant on an agricultural tenancy from the Duchy of Lancaster.

Agricultural Enterprise

The applicant had run a dairy herd enterprise on the unit up to July 2003. When he ceased he sold all the cattle and has leased all but 4 hectares (10 acres) of land together with the majority of the buildings to his brother on a 5 years Farm Business Tenancy. The land and buildings included in the tenancy are utilised by the applicant's brother in conjunction with his dairy farm operation which is centred at Pinfold Farm.

Agricultural Buildings

It appeared from inspection that the farm is a reasonably well equipped farm for the purpose of dairy farming. I undertook an inspection of the buildings subject to this application and I made a general overview of those buildings and facilities which also exist on the unit but are not subject to this application.

1. Application Buildings and Proposed Development

This constitutes a double span inter related steel portal frame building 10 bays long which I understand exists at its present size through extensions whilst the applicant has been on the unit.

The eastern side span is divided internally into two by the existence of a full height concrete wall. The location of the wall is between the proposed loose boxes 8/9 and 18/19 and extends the full width of the building. The applicant intends to remove this internal wall so that the building can be managed as one as the proposed plan shows. It was evident from my inspection that the applicant has built the loose boxes shown as 1 to 6 on the attached plan and has started work on loose boxes 19 and 20. I was informed that three of the completed loose boxes are occupied by the applicant's friends' horses. It is the applicant's intention to undertake the development in stages as at present there is not the demand for the number of stabling as is being proposed. I noted during my inspection that the area of the building proposed for loose boxes 21, 22 and 23 constitute the former milking parlour. The applicant has sectioned this area off at present using plywood sheets.

The original use of this part of the building had been a cattle collecting yard, 16/16 milking parlour and cattle isolation/treatment area. I did not inspect the other half of this building but understand that this had been utilised for cattle housing.

The other span of the building has not been altered by the applicant either internally or externally since he ceased farming. This building had provided a variety of uses including calving pens, calf rearing the siting of 2 bins for grain storage, straw bale storage and machinery storage. The area within the building currently lies relatively unutilised. The applicant intends to utilise approximately half of the portal span as an undercover horse exercise area and to do so he intends to enclose the open bays using concrete panels and

timber space boarding. The remaining bays which are also open fronted and enclosed on three sides will be divided into two areas, one to provide storage of hay and straw bales all of which will be bought-in from off the farm. The other area will be used as a midden store.

2. Other buildings and facilities not forming part of the proposed development

- (a) Adjoining the application building there is a steel frame building with steel sheet sides and roof. This building is utilised as a store by the applicant.
- (b) Two cubicle buildings for housing cattle with feeding facilities.
- (c) Twin silage clamps.
- (d) Open earth side slurry lagoon.
- (e) A traditional brick barn building adjacent to the dwelling.

Assessment

National Planning Guidance is provided in paragraph 17 of PPS7 in respect of the re-use of buildings in the countryside. The extent of the guidance is quite limited as instead it makes more emphasis towards local councils providing detailed guidance in their own Local Development Documents. I note your Council's specific policy SP5 on this matter. With reference to the conditions referred to in your policy I feel it would be particularly relevant for me to comment upon the following two issues:-

- 1. Whether the change of use would lead to consequential agricultural development on the unit.
- 2. Whether the change of use would cause conflict between the existing agricultural uses on site.

With reference to (1) above I feel that given the applicant's cessation of farm operations on the unit that for the foreseeable future there will not be any consequential development arising. However, the applicant has not ruled out farming again in the future. I feel if this were to happen then the application buildings are both versatile buildings capable of providing general purpose agricultural uses which I feel would be required. You may wish to consider if planning permission is granted the option of withdrawing agricultural permitted development rights in order to be able to control development in the future.

As far as the second condition above I feel from my discussions that whilst the two uses of the farmstead area will not be entirely divorced from each other that essentially the two uses will operate separately. I feel there is potentially an area of conflict over the use of the yard area separating the application buildings and the buildings/facilities being retained for agricultural use. I was informed by the applicant that he envisages the use of this yard area by the livery client being very small. Although he recognises that the yard area where the house is located is only small he considers that this ought to be sufficient much of the time as he is not envisaging large numbers of livery associated traffic at any one time given that he is intending for the business to be operated as a full livery site.

On a general point I feel that the area of grassland available to the applicant at present is limited and would not sustain the numbers of horses proposed by this application. Mr Armer advised me that his is able to utilise more land if necessary as his brother will surrender land which he rents from the applicant as is required.

I note in paragraph 32 of PPS7 that reference is also made to the reuse of farm buildings for small-scale horse enterprises and qualifies small scale as involving up to 10 horses. The applicant's proposal far exceeds this although it appears at present that he does not have the demand for the number of stables he is proposing or the necessary agricultural land available, although I have referred to this issue earlier in my report.

Observations of Other Interested Parties

N/A

Neighbour Observations

None Received

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:

SP2	Development within countryside area
SP5	Adaptation of Rural Buildings
SP13	Development of commercial riding stables, livery, equestrian centres

Other Relevant Policy:

PPS1: Delivering Sustainable Development
PPS7: Sustainable Development in Rural Areas

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The applicant presently occupies the dwelling at Pepper Hill Farm and rents out the land to his brother and therefore, does not engage in farming at the present time. Whilst the application is made in the name of the occupier of the farm/land, he does not intend to operate the livery himself. The applicant intends to 'let' it to a 'friend'.

The issues to consider in determining this application are contained with Policy SP2, SP5 and SP13 of the Adopted Fylde Borough Local Plan although the most up- to- date guidance is to be found in the Government's Planning Policy Statement 7 - "Sustainable Development in Rural Areas".

Policy SP2 of the Adopted Local Plan allows for development which would help to diversify the rural economy and would not harm the character of the surrounding countryside.

In this instance the use of the farm building for livery stables is a use that is acceptable in the countryside and the development does not propose any new buildings that may harm the character of the countryside.

Policy SP5 allows the re-use or adaptation of agricultural or rural buildings to new commercial, industrial or recreational uses providing all the necessary criteria can be met. In this instance the re-use of the milking parlour for livery stables would not prejudice the town or village vitality. The appearance of the site would remain as existing as no additional buildings or major alterations are proposed to convert the building to be suitable for livery stables. However, the applicant has stated that he has not ruled out a return to farming in the future and if this happens, it may result in the need for additional farm buildings.

A structural appraisal has been submitted with the application which states that the buildings are in good structural condition and suitable for conversion.

The use of the building would not promote any conflict with the use of farm, normal farming activities can still be carried on using the remaining farm buildings. There have been no objections from the County Highways Engineer with regard to road safety.

So in terms of the development to utilize the building for livery stables the proposal would comply with Policies SP2 and SP5 of the Adopted Plan.

Policy SP13 of the Adopted plan, allows the development of commercial riding stables, livery stables, equestrian centres etc. providing that, in the case of a new enterprise, the proposed development is located where an existing dwelling can provide accommodation for supervision and security of the operation or where the development is based on an existing group of buildings which are appropriate for conversion.

Whilst the group of farm buildings associated with Pepper Hill have an adjacent farm house serving the farm, the occupier of the farmhouse does not propose to manage the venture. It is proposed that business be run by the applicant's friend. As such, it may be considered unreasonable and impracticable to require a person in the adjacent dwelling to provide the 24 hour supervision normally needed for a livery operation without that person having an interest in the business.

As such, therefore, whilst there is a dwelling which could potentially be used for the supervision of the enterprise, the applicant has clearly stated that it is not his intention to operate the livery enterprise. On the face of it therefore, the proposal is contrary to Policy SP13. If members are minded to grant planning permission for the livery stables, contrary to Officer's advice, a legal agreement in the form of a Section 106 agreement will be required, to tie the planning permission to the dwelling on site. With the omission of this, the application fails to meet this criterion of Policy SP13 in that there is no existing dwelling to provide accommodation.

However, notwithstanding the above, Government guidance is also to be considered in determining this application. PPS7 is the most up-to-date policy guidance. The Government's objectives for rural areas are to raise the quality of life and the environment in rural areas through the promotion of sustainable economic growth and diversification and to promote more sustainable patterns of development focusing most development in, or next to existing towns and villages.

Accessibility should be a key consideration in determining this application. Pepper Hill is located in a fairly remote area of the Borough, which can only be accessed by road. The nearest settlement, within the Borough, is Treales which is approximately 3 miles away. It is not sustainable in terms of travel by bus or train and maybe located beyond cycling distance for members of the community who enjoy these types of rural pursuits. Developments in rural areas should where possible, give people the greatest opportunity to access them by public transport or on foot.

As well as guidance on sustainability the Planning Policy Statement gives guidance on equine related activities and states that these can fit in well with farming activities and help to diversify rural economies. Local Authorities should support equine enterprises that maintain environmental quality and countryside character, suitably located, for small-scale horse enterprises. The guidance quantifies small scale as "enterprises involving up to ten horses". The application proposes 24 stables, purely as a speculative venture and not based upon any quantifiable need.

On that basis, officers addressed this issue with the applicant and advised the applicant to reduce the number of stables down to 10, which would then receive support at officer level. This would also give the Council opportunity to assess the relevant issues. However, the applicant declined and wishes the application to proceed in its original form.

So, whilst this proposal would be acceptable in terms of the physical form of the development and its impact upon the countryside, the scale of the business is not, nor does it provide a suitable dwelling as part of the livery enterprise to provide accommodation to allow supervision of the business and therefore ultimately comply with Policy SP13.

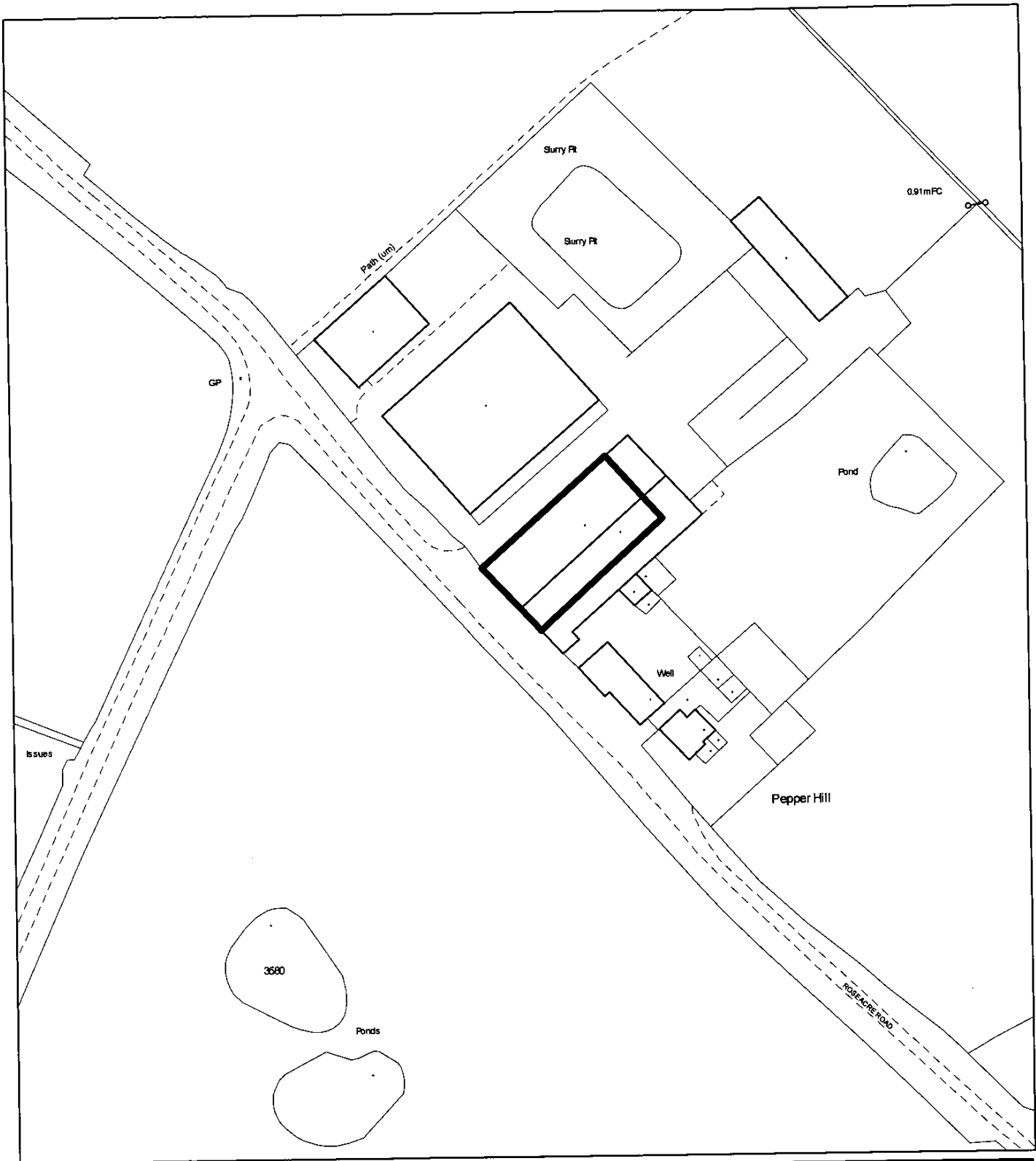
Conclusions

The proposal has failed to comply with Policy SP13 of the Adopted Fylde Borough Local Plan and Government guidance set out in PPS1 - Delivering Sustainable Development & PPS7 - Sustainable Development in Rural Areas. The application is therefore recommended for refusal.

Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposed development fails to satisfy the criteria set out in Policy SP13 of the Fylde Borough Local Plan in that it is the applicant's intention to separate the livery enterprise from the dwelling. This would in itself, lead to pressure for a further dwelling, contrary to national, regional, and local plan policy which presumes against new development in the countryside.
2. The proposed development would, by reason of its scale and position in the open and isolated countryside, be contrary to the aims and objectives of PPS1 and PPS7 in that it would result in significant increased levels of the use of motor vehicles in this unsustainable location.



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<p>Application No. 5/05/0676</p>	<p>Address Pepper Hill Farm Roseacre Road, Salwick</p>	<p>Grid Ref. E.3474 : N.4339</p>	<p>Scale N.T.S.</p>	<p>Item No. 4</p>

Item Number: 5

Application Reference: 05/0681	Type of Application: Conservation Area Consent
Applicant: Kensington Developments Ltd	Agent :
Location: SMITHY COTTAGE, SMITHY FOLD, THE GREEN, WREA GREEN, PRESTON	
Proposal: CONSERVATION AREA CONSENT FOR DEMOLITION OF COTTAGE FOR RE-DEVELOPMENT	
Parish: Ribby with Wrea	Area Team: Area Team 1
Weeks on Hand: 11	Case Officer: Mr D Shepherd
Reason for Delay: Awaiting further details regarding the planning application to which this application is related.	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application is for the demolition of the existing Smithy Cottage. It is a relatively inconspicuous dwelling set back from the adjacent Church Row terrace of thatched cottages. The main issue here is whether the proposed demolition of the dwelling would materially affect the character and appearance of this part of the Wrea Green Conservation Area. Your officers views are that whilst the dwelling may well be of long standing in the area, it does not contribute to the character and appearance of the area.. As such, the application is recommended for approval.

Reason for Reporting to Committee

The proposal is for total demolition of a dwelling within the conservation area which is to be considered along with the redevelopment proposals for Wareings (app. 05/0675 also on this agenda)

Site Description and Location

The application property/site is within the Wrea Green conservation area.. It sits along side the thatched terrace known as Church Row, a few metres back from the main building line. It is right on the edge of the conservation area..

Details of Proposal

The proposal is to demolish the dwelling.

Relevant Planning History

Application No	Development	Decision	Date
86/0592	EXTN TODOMESTIC DWELLING	Granted	03/12/1986

Parish Council Observations

Ribby with Wrea Parish Council

Object on following grounds;

-The property is in relatively good condition and fits in with the conservation area. The proposed replacement is to be much larger in size and height and would be overbearing on the neighbouring cottage. Consequently, the application is not considered suitable for the conservation area and the council are against the application.

Statutory Consultees

None

Observations of Other Interested Parties

None

Neighbour Observations

4no letters of objection on the following grounds;

- the replacement dwelling would have it's back facing the Green, this is wrong
- i thought the house had to be demolished to make way for an access road, if this isn't the case why does a perfectly good house have to be demolished just to build another
- this is a lovely cottage with a long traditional cottage garden
- the proposal to build a new house here will be out of keeping with the surrounding cottages
- Smithy Cottage is around 130 years old and makes a significant contribution to the conservation area and surrounding Green
- Smithy Cottage is in sound condition and there has been no reason given for it's demolition
- we feel any new development should sit behind Smithy Cottage as this would act as a buffer zone between new and old development
- the new build proposed here should be on the same footprint as the existing
- the proposed replacement dwelling is 2 metres higher than Church Row cottages and is 75 % larger than the existing Smithy Cottage
- you have a duty to protect the conservation area.

Relevant Planning Policy

Lancashire Structure Plan:
Policies 2 and 21

Fylde Borough Local Plan:
Policies SP 1 and EP 3

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPG 15: Planning and the Historic Environment

Site Constraints:
Conservation Area

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The main issue here is the resultant impact on the character and appearance of the Conservation Area as a result of the demolition of the dwelling.

The application property is undoubtedly old, 130 years has been mentioned and this may well be correct. However, the dwelling has been altered from its original form and it therefore has arguably less importance in the conservation area than it would have had were it still in its original condition.

The pre-amble to Local Plan policy EP 3 states in part, "...the council will seek to retain buildings or other structures which make a positive contribution to the character or appearance of a conservation area". In this case, whilst Smithy Cottage is an old building, it is not considered to make a positive contribution to the character and appearance of the conservation area.. Policy EP 3 in the actual wording of the policy states, "The demolition of buildings or other built elements will not be permitted where this would involve the loss of an historic or visually important element of townscape.....". In this case your officers do not feel that the building is an historic or visually important element of townscape. Were the building considered to be of historic or of visual importance in the conservation area, then four other criteria within EP 3 would be considered.

The proposal is only to be considered in terms of the demolition of the said dwelling and the impact on the conservation area.. The issue of the appropriateness or otherwise of what would replace it, is to be considered in the planning merits of the application for redevelopment of the Wareings site (05/0675 also on this agenda). In short, the conservation area consent application cannot be refused on the grounds that members may not like what is being proposed as a replacement. This could potentially be a reason to refuse the planning application, but not a reason to refuse the conservation area consent to demolish the dwelling.

The application to demolish Smithy Cottage should be made on the basis of the impact of the demolition of it, on the character and appearance of the conservation area alone, and not having regard to the acceptability or otherwise of what would replace it (which is subject of the other application)

Conclusions

The existing Smithy Cottage is not considered to be of historic importance or a visually important element in townscape terms in the conservation area. As such the application for conservation area consent to demolish it is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The demolition hereby approved shall not be carried out until the redevelopment of the rest of the site (The former Wareings Depot) has been approved. Only when site clearance of the whole site is underway, should the demolition hereby approved be carried out, and where applicable should be carried out in strict accordance with the approved plan(s) which accompany the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans to ensure the approved standard of development is achieved and to prevent the site being vacant without the benefit of a redevelopment scheme approved and under construction.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

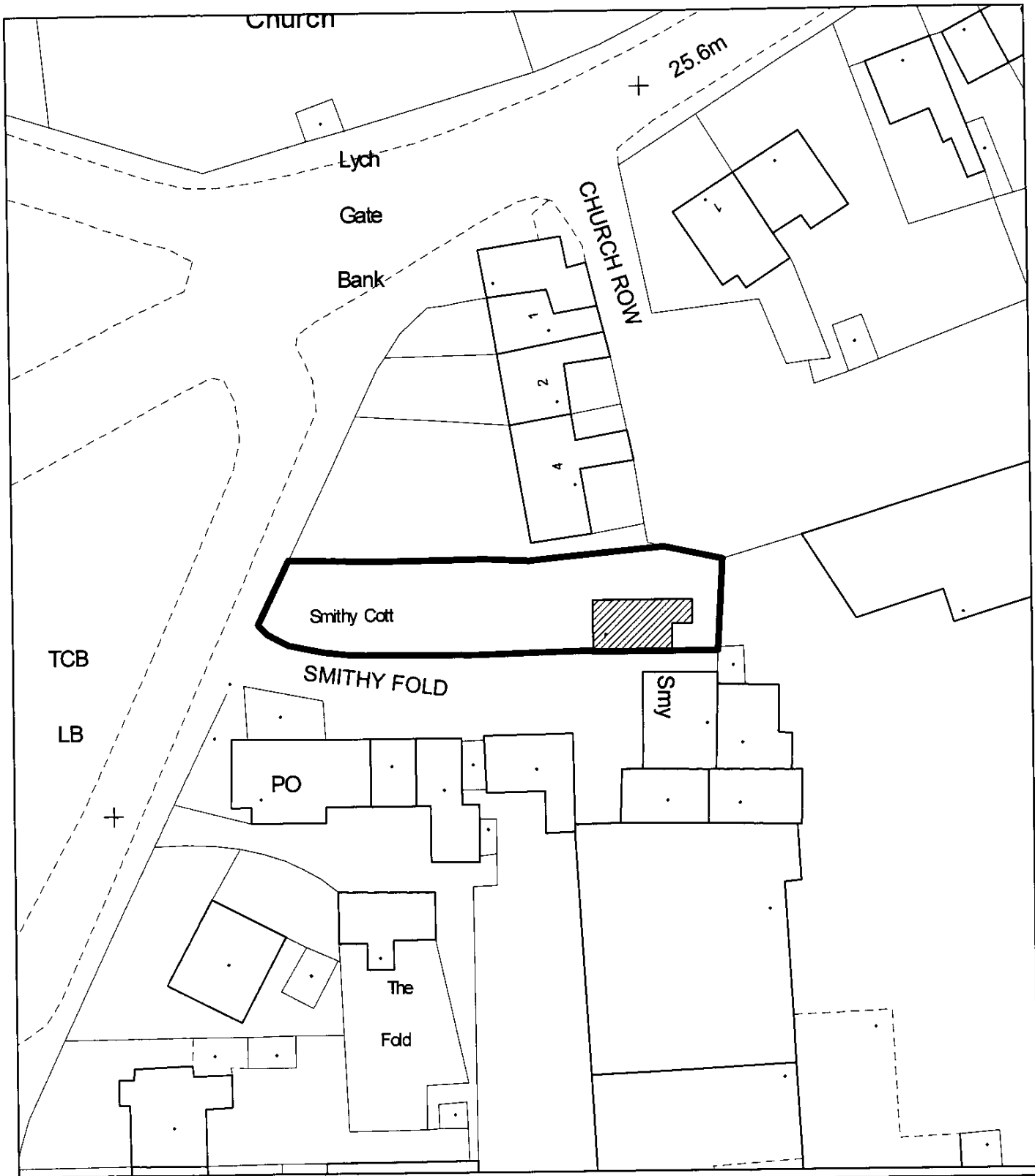
and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan:SP 1 and EP 3

Joint Lancashire Structure Plan:Policies 2 and 21

PPG's/PPS's: PPS1, PPG 15



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<p>Application No. 5/05/0681</p>	<p>Address Smithy Cottage Smithy Fold, Wrea Green</p>	<p>Grid Ref. E.3397 : N.4275</p>	<p>Scale N.T.S.</p>	<p>Item No. 5</p>

Item Number: 6

Application Reference: 05/0690	Type of Application: Change of Use
Applicant: Mr Foulds	Agent : A.V.V.F.
Location: LAND ON SOUTH SIDE OF, FAIRFIELD ROAD, POULTON LE FYLDE, FY6 8L	
Proposal: CHANGE OF USE FROM FIELD TO FISHING POND AND SMALL STOCK POND WITH ASSOCIATED CAR PARKING FOR 8 CARS.	
Parish: Staining	Area Team: Area Team 2
Weeks on Hand: 11	Case Officer: Ruth Thow
Reason for Delay: Deferred at last committee	

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

The proposal fails to create fishing ponds on this stretch of access road would give rise to unacceptable levels of traffic which in turn poses a threat to other highway users. The application was deferred at the previous committee meeting, with a view to addressing the concerns of the highway authority. At the time of writing the report, Officers were endeavouring to overcome the issues, any further views will be reported to the committee.

Reason for Reporting to Committee

The application is on the agenda as the Parish Council's views are contrary to officer recommendation.

Site Description and Location

The site is land to the south of Fairfield Road, surrounded by open countryside, accessed from a track leading onto Fairfield Road.

Details of Proposal

The application proposes the change of use of the field to fishing pond and small stock pond with associated car parking for 8 cars.

Relevant Planning History

None

Parish Council Observations

Staining Parish Council Parish Council

"Staining Parish Council are concerned over the slow erosion and loss of agricultural land but

have no objections over this proposal". - Conclusion "No Objections".

Statutory Consultees

Wyre Borough Council

"No specific observation"

Environment Agency

"Thank you for referring the above application to us we have no objection in principle to the proposed development but wish to make the following comments:-

We recommend that the native aquatic plant species be planted. Marginal aquatics such as reed beds would provide refuge for juvenile fish and would also help to prevent the ponds becoming eutrophic. We can provide a guide related to the creation of ponds and would also be happy to provide advice on planting native species. We also recommend that it would be beneficial if the parking area was created out of honey-comb matting rather than a solid surface as it would prevent run off containing potential contaminants from entering the fishery."

County Highway Authority

"The junction of the field access track to the proposed fishing lake and Fairfield Road will be the subject of a minor improvement. The substandard visibility splay is to be improved.

This is, however, not adequate to support the considerable increase in use which the creation of a fishing lake will bring. Currently the unmade road, as I understand it, is used for access to four private stables, an agricultural building and access to the fields. It is single track with no passing places.

I cannot support increased vehicular use which may necessitate vehicles reversing onto Fairfield Road where visibility is not at full standard, to the detriment of road safety. The track is not included within the red edge and therefore is outside the applicant's control."

Additional comments received following the deferment:

I would accept the following to approve this application in highway terms. The problem being that land appears to be outside the applicants control.

1. Creation of sight lines 2.4m X 160 metres.
2. The access road widened to 4m for the first 10 metres from its junction with Fairfield Road - to enable vehicles to pull clear of Fairfield Road.
3. The gate to be set back to 10m from the junction with Fairfield Road, again so that vehicles do not have to wait on Fairfield Road. The gate must open away from the road.
4. The road should be surfaced in a hard material to prevent mud being dragged onto the carriage way.
5. The radius on the easterly corner will also need to be improved but this will occur naturally if the access road is widened.

This seems quite onerous but with compounded use of the access is the only way to ensure safe use of the junction.

Observations of Other Interested Parties

None

Neighbour Observations

3 letters of objection received points raised are:

- Road safety - poor visibility
- Speed of vehicles
- Cars parked look unsightly

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:
SP2 Development within countryside area
TC10 TREC10 Countryside recreation

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPS7: Sustainable Development in Rural Areas
PPG13: Transport

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The application site is located in typical Fylde landscape, fairly flat with gently undulating slopes. The land is currently vacant and is accessed down a narrow single dirt track road.

The applicant proposes creating two ponds accessed across the field, to the first pond to be used for fishing and continuing onto a second pond, used for stock. At present no ponds exist in this field

In terms of visual impact the proposal would not represent a visual detriment to the character of the countryside area as the field is screened from the dirt track and from Fairfield Road by indigenous hedging planting and the applicant proposes creating a grass mound windbreak 1.5 metres high. The applicant states that the use of the pond would be for a private syndicate and it is proposed to create a small car park area for 8 cars.

Policy TREC10 recognises the need to take a positive role in encouraging recreation at suitable locations whilst discouraging such activities in locations which could lead to unacceptable conflicts. The proposal would clearly fall within the aims of TREC10 in the change of use of the field but the main issue in this case is the access.

Whilst the applicant has stated in his application that the use would be for a small syndicate and indicates 8 parking spaces on his plan, the increased number of vehicles visiting the site could not be controlled and restricted to private use only. As such the use of this lane for increased activity is unsuitable due to its width and condition.

The Highways Authority originally could not support the increased vehicular activity that this proposal would generate on a substandard track, that is primarily agricultural field access track. Improvement to the visibility would be required to ensure road safety. As the access track is not part of this application any amendments cannot be included as part of the development. The latest comments from the Highway Authority following the deferment, require fairly onerous requirements in terms of highway improvements. However, it is your Officer's understanding that the land requirement to undertake these highway improvements are outside the control of the applicant, and

therefore, could not be conditioned, nor could a 'grampian style' condition be imposed, given that it is not a public highway. As such, officers are of the opinion that the works required by the highway authority could not be satisfactorily achieved, but any further views following discussion with the applicant, will be reported to Committee.

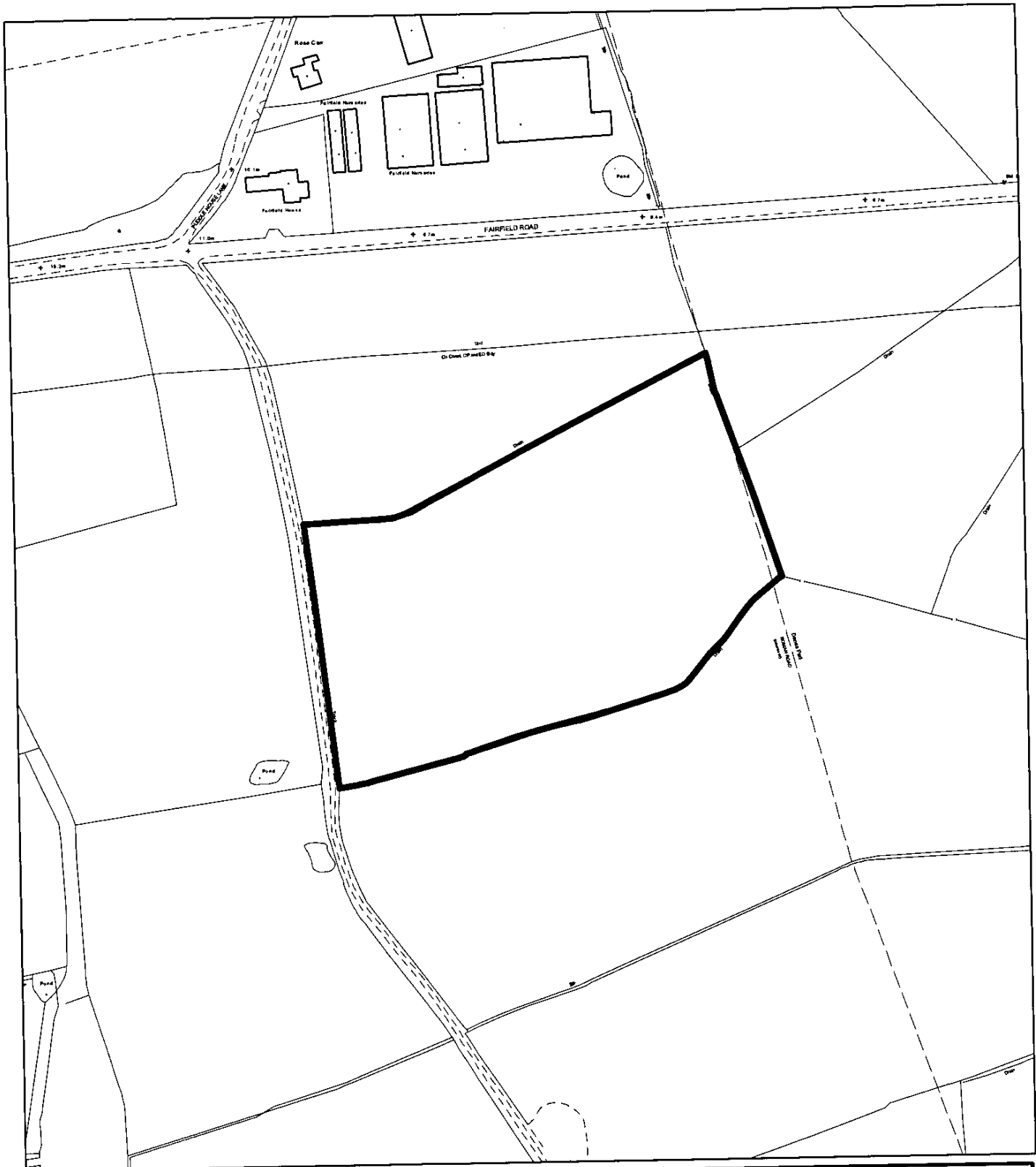
Conclusions

The proposed development would be unacceptable on issues of highway safety.

Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposed fishing ponds will result in an unacceptable level of vehicular movements along a narrow track with poor visibility, thereby causing an additional threat to other highway users. e.g. pedestrians, cyclists and horse-riders and fails to comply with PPG13 which seeks to promote more sustainable transport choices and promote accessibility by public transport. Nor does the proposal reduce the need to travel by car.



<p>D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council</p>		<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>		
<p>Application No. 5/05/0690</p>	<p>Address South side Fairfield Road Poulton-le-Fylde</p>	<p>Grid Ref. E.3357 : N.4372</p>	<p>Scale N.T.S.</p>	<p>Item No. 6</p>

Item Number: 7

Application Reference: 05/0726	Type of Application: Full Planning Permission
Applicant: GLASFORM	Agent : Mr I Butler
Location: POINTER HOUSE FARM, FLEETWOOD ROAD, GREENHALGH, KIRKHAM	
Proposal: PROPOSED NEW FEATURE GATES, ERECTION OF GLASS STRUCTURE, PROPOSED CREATION OF A FISHING LAKE.	
Parish: Greenhalgh with Thistleton	Area Team: Area Team 2
Weeks on Hand: 4	Case Officer: Mrs J Cary
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposed fishing lake is an appropriate form of rural recreation and would not be detrimental to the character of the rural area. In terms of the entrance gates and the glass feature, whilst not traditional in their form, it is considered that the features would not unacceptably detract from the character of the countryside area.

Reason for Reporting to Committee

The officers recommendation of approval is contrary to that of the Parish Council who raise objections to the glass feature.

Site Description and Location

The site is Pointer House Farm, located on Fleetwood Road, Singleton, in the open countryside. The site is occupied and operated by a glass manufacturer.

Details of Proposal

The application includes 3 elements to the proposal; the first being the creation of a fishing lake, the second being the erection of new feature gates and finally, the erection of a glass structure.

In terms of the fishing lake, this is a use that is considered to be appropriate to a rural area, and a use which has been approved at other locations in the countryside. The lake would be irregular in shape and would measure 160m at its maximum length by 130m at its maximum width. A small island will be formed in the centre. The excavated material will remain on site, forming a small mounding around the perimeter. The fishing lake will be positioned to the north west of the existing buildings on site.

In terms of the gates, they are to be constructed in black, painted galvanized steel, with glass inserts,

depicting 2 peacocks. The gates would measure 4m wide by 3.4m at its greatest height. The gates would be set back from the pavement into the site.

In terms of the glass feature, it is of an inverted tear drop shape, comprising of individual glass shapes. The actual glass element would measure approximately 3m wide by 3.75m tall, positioned behind the hedge. The overall height on its stand would be approximately 5.7m. The feature would be positioned approximately 12m from the boundary of the site, and 37.5m from the junction.

Relevant Planning History

Application No	Development	Decision	Date
87/0353	OUTLINE: NEW BUILDING & C/U OF FARM BUILDINGS TO FORM	Refused	09/11/1987
90/0416	ERECTION OF 100 BEDROOM HOTEL	Granted	12/09/1990

Parish Council Observations

Singleton Parish Council -

The Council have no objections to the creation of: a fishing lake followed by erection of fishing lodge - no specific observations regarding new feature gates objections to proposed glass structure on the grounds it would be a distraction to traffic at a major road junction and would look inappropriate in a rural environment

Statutory Consultees

County Highway Authority

No highway objections to the new feature gates nor the glass structure. The plans do not detail the position of the fishing lodge nor is there any information of where access to the fishing lake and fishing lodge will be. If all access is to be taken via the existing entrance off Grange Road and no materials excavated are to be exported, I have no further comments to make.

The Highway Agency as Highway Authority for the A585(T) may wish to make representation about the junction of Grange Road and Fleetwood Road.

Tourism and Leisure

The Council's Tourism Strategy 200-2006 makes reference to:
Action Plan 2 - 'To develop and promote the tourism product within the rural areas.

The strategy identifies this issue as being important to the development of tourism although the aims must be cross referenced to the Local Plan for Fylde which takes precedence.

Observations of Other Interested Parties

N/A

Neighbour Observations

None received.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:

Other Relevant Policy:

PPS1

PPS7

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

As stated above, the fishing lake is an appropriate rural pursuit in line with Policy TREC10, given that it does not prejudice agriculture, nature conservation or other environmental interests. The highway authority raises no objections subject to access being gained from Grange Road.

In terms of the entrance gates, the gates may be considered to be unusual in terms of their design and the materials proposed. However their proportions and scale are appropriate and your officers view is that they are not harmful to the intrinsic value of this part of the Fylde countryside. The design and appearance of the gates reflect the nature of the business which is carried out at the site. The applicant operates a very high class, glass sculpturing business, producing quality pieces which are sold both in this country and abroad. It is his intention to install both the gates and the glass feature as art-works in their own right, but also to illustrate the quality of the product that he produces.

The highway authority raises no objections to the gates. In visual terms, it is your officers opinion that the style of gates, whilst ornate in their form, are not detrimental to the character of the countryside.

In relation to the glass feature, again, the question of whether this is appropriate in this countryside location has to be raised. The feature would be a free-standing structure, positioned in an open field. Whilst it isn't immediately adjacent to the commercial buildings, it is not considered to result in such a significant intrusion, so as to unacceptably harm the character of the countryside area, due to its light-weight construction in the form of individual glass features.

Conclusions

Whilst, this application is perhaps an unusual application, your Officers are of the opinion that cumulatively, the proposals are acceptable, are in compliance with Policy, and would not unduly result in a harm to the character of the countryside area.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 5 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. Vehicular access in respect of the fishing lake hereby approved, shall only be from Grange Road,

and not from any other access point.

In the interests of highway safety.

3. Prior to the fishing lake hereby approved first becoming operational, details of the car parking area shall be submitted and approved by the Local Planning Authority. The car parking area shall then provided, surfaced and laid out to the satisfaction of the Local Planning Authority. The car park shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for people utilising the fishing lake.

To provide satisfactory off-street parking in accordance with Council's adopted standards.

4. The gates hereby approved shall be inward opening only into the site.

In the interests of highway safety.

5. Prior to the erection of the glass sculpture hereby approved, samples of the colour of the glass shall be submitted to and approved by the Local Planning Authority. The glass sculpture shall thereafter be retained in its approved form.

In order to secure a satisfactory standard of development in the interests of visual amenity.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

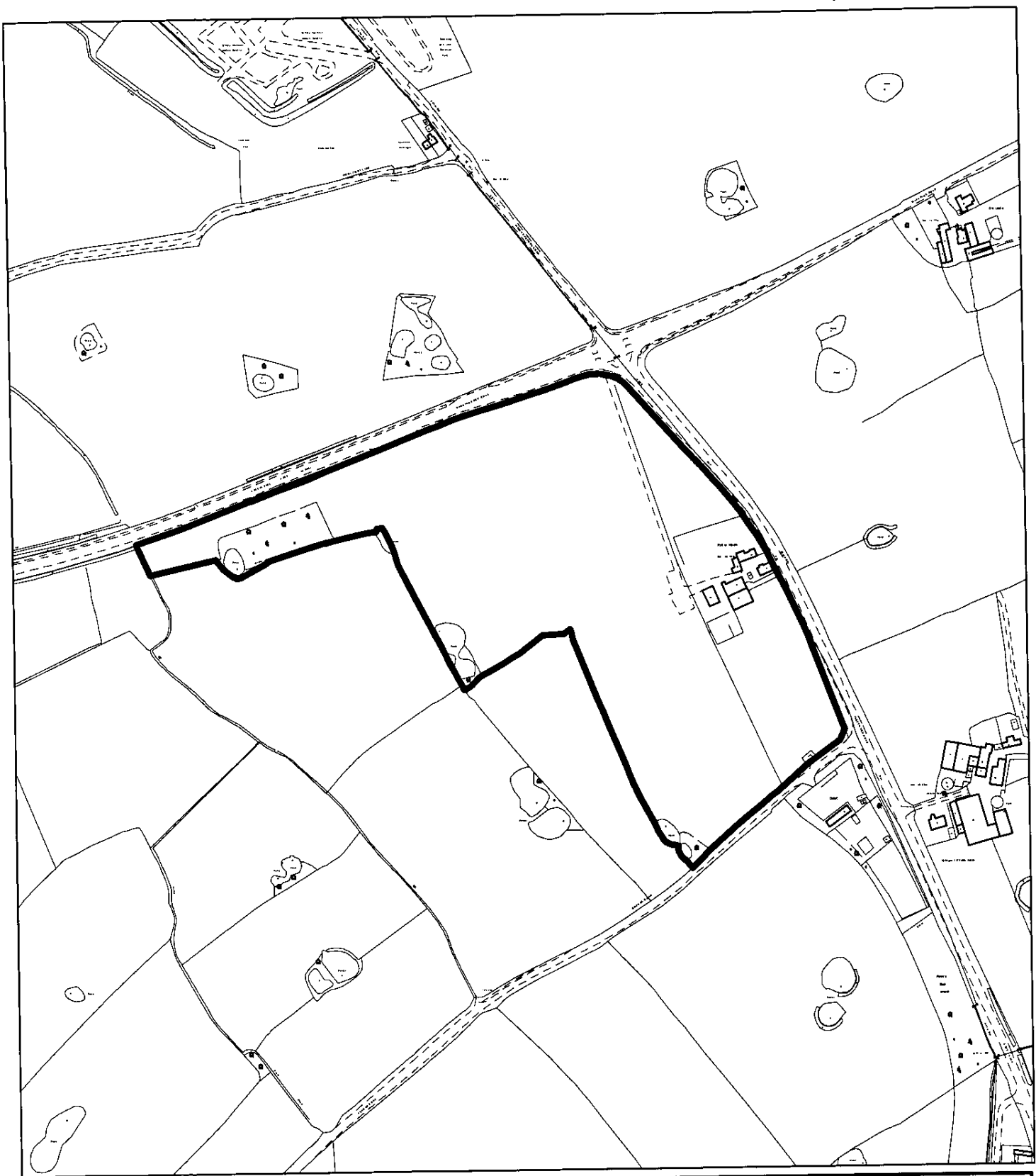
and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: SP2, SP8, TREC10

Joint Lancashire Structure Plan: Policy 1

PPG's/PPS's: PPS, PPS7



D I Wilkinson - Business Manager
The Built Environment Unit
Fylde Borough Council

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Application No.	Address	Grid Ref.	Scale	Item No.
5/05/0726	Pointer House Farm Fleetwood Rd, Greenhalgh	E.3393 : N.4394	N.T.S	7

Item Number: 8

Application Reference: 05/0727	Type of Application: Change of Use
Applicant: Ms Daphne Abernehy	Agent :
Location: 50 SHACKLETON ROAD, FRECKLETON, PRESTON, PR4 1JR	
Proposal: CHANGE OF USE TO ALLOW SITING OF CARAVAN TO BE USED AS RETAIL SHOP ON THE DRIVEWAY.	
Parish: Freckleton	Area Team: Area Team 1
Weeks on Hand: 7	Case Officer: Miss R Delooze
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application property is on the Lower Lane estate. The residents of the estate have no local shop since their only one closed some time ago. The applicant feels the proposal for a shop is one of need as many residents do not have access to a motor car and the bus routes to either Kirkham or Freckleton are not very frequent to allow public transport access to shops in the nearest two centres. The previous application for a shop was allowed as an exemption as the then planning committee recognised the need for a local shop for the estate for people who had no access to a motor car. The town centres of Kirkham and Freckleton are too far to walk to just to pick up one or two items of food.

As such, your officers recommend the application for a temporary approval, of 12 months to allow time to monitor the application and see whether any problems are experienced with such a use.

Reason for Reporting to Committee

Freckleton Parish Council and LCC Highways object to the application.

Site Description and Location

The application site is on the Lower Lane Estate on the front driveway of the application property.

Details of Proposal

Siting of a caravan for the purposes of a local shop.

Relevant Planning History

None

Parish Council Observations

Freckleton Parish Council

Object on the grounds it would set a precedent, is not good planning and a mobile shop touring the estate would be better.

Statutory Consultees

County Highway Authority

All roads on the estate are unadopted. It is unlikely the proposal would create much traffic. There will be the inevitable journeys either by suppliers to the site, or to obtain stock. This could set a precedent. I am not in favour of the proposal despite its remote situation because the precedent, if established, would be difficult to resist.

Observations of Other Interested Parties

FBC Food Hygiene Section

I have visited the applicant and the caravan she would like to use. I am happy with the condition/state of the caravan and I have advised her on one or two minor issues regarding general hygiene.

BAe

No objections

MOD

No objections

Neighbour Observations

The application is supported by a petition with 179no signatories of locals on the estate stating they support such a shop. There is an individual letter of support from the neighbour at 52.

There have been no objections to the application

Relevant Planning Policy

Lancashire Structure Plan:
Policies 5 and 6

Fylde Borough Local Plan:
SP 2 and SP 3, SH 15

Other Relevant Policy:

PPS1: Delivering Sustainable Development
PPG 2; Green Belts
PPS 7 ;Sustainable development in rural areas.

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

This application is in effect, to provide a local or corner shop facility to the residents of the Lower Lane Estate. The estate is more than a reasonable walking distance from either Kirkham or Freckleton

town centres and the bus service to those locations is not very frequent.

The proposal is development within a green belt location, but it would not harm the openness of the greenbelt, nor would it be at odds with any of the reasons for including land within the Green Belt.

Policy SH 15 allows small scale retail uses where this would meet an identified special locational requirement in an area deficient of such facilities. This is most definitely the case with this site. The use would realistically only attract residents of the estate. There is unanimous support for the proposals by residents of the estate.

In highway terms, the proposal is actually very sustainable as it would mean that residents do not have to travel any distance by bus or car, to obtain convenience goods.

There are special circumstances here, and it is considered that it would be appropriate to allow a temporary consent to assess whether there is any adverse impact on the locality as a result of the proposals.

Conclusions

The application is considered acceptable with a temporary permission for a 12 month period.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The caravan hereby approved for use as a food shop shall be removed from the site at the end of a period 1 year from the end of the date of this consent and there shall be carried out any works as may be required for the reinstatement of the land by the Local Planning Authority unless a renewal of permission is obtained.

To enable the Local Planning Authority to retain full control over the nature of the development and to assess any impact on the locality.

2. The caravan hereby permitted shall only be used for the sale of convenience food goods and not for any other retail use within Class A1 of the Town & Country Planning (Use Classes Order) (Amendment Order 2005)

Reason; The application has been allowed as an exception to normal policies of restraint of development in rural areas, as the proposal meets an identified need for a convenience shop in this locality.

3. The hours of opening of the shop shall be; Monday to Friday 08.30 to 19.30, Saturday 09.00 to 17.00 and Sundays and Bank Holidays 11.00 to 16.00.

Reason; In the interests of the amenities of nearby residential properties.

REASON FOR APPROVAL

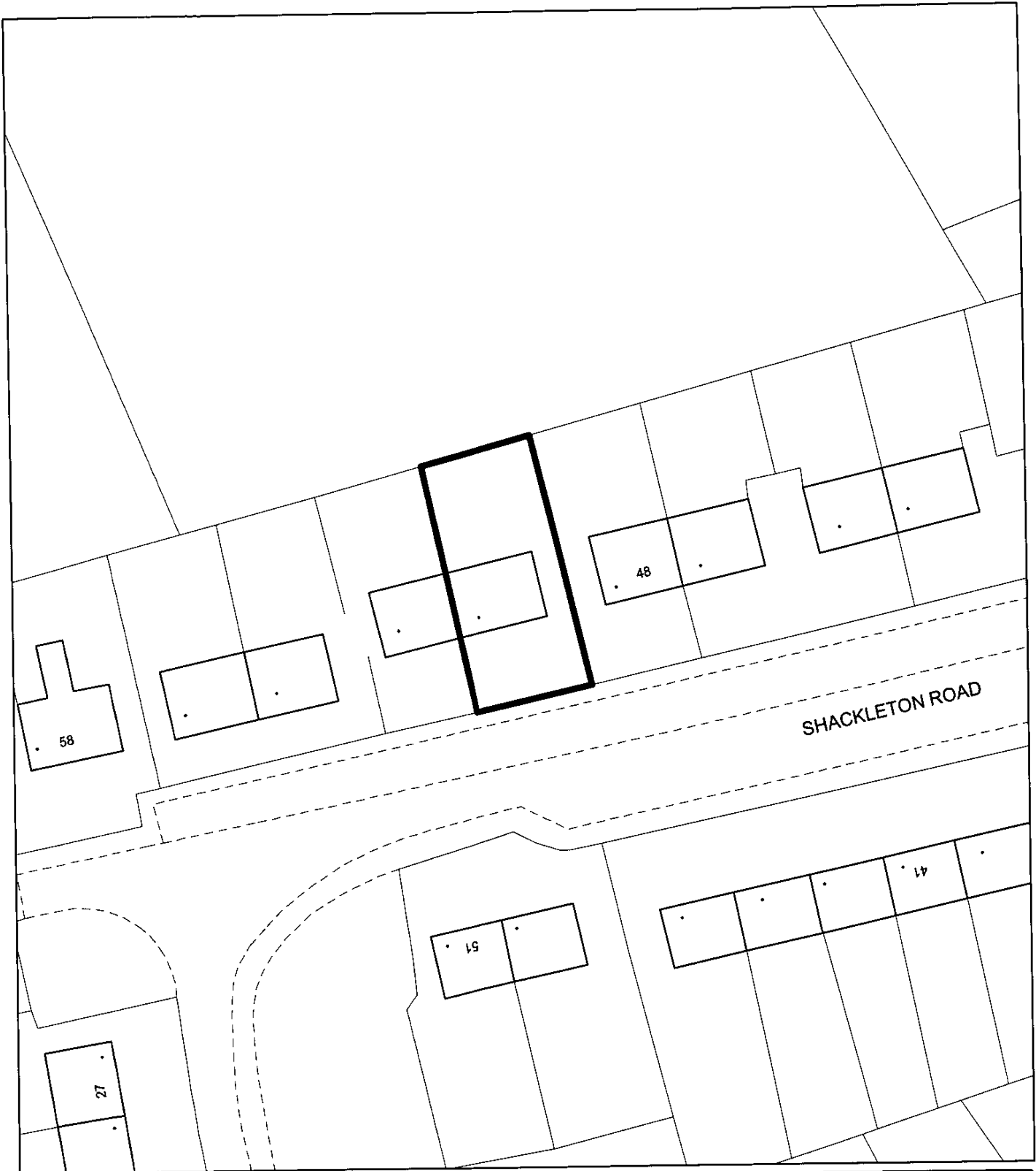
The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:

the policies contained within the adopted Development Plan which comprises of the:
The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan:SP 2,3 and SH 15
Joint Lancashire Structure Plan:Policies 5 and 6
PPG's/PPS's: PPS1, PPG 2 and PPS 7



<p align="center">D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council</p>		<p align="center">This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>		
<p>Application No. 5/05/0727</p>	<p>Address 50 Shackleton Road Freckleton</p>	<p>Grid Ref. E.3426 : N.4306</p>	<p>Scale N.T.S.</p>	<p>Item No. 8</p>

Item Number: 9

Application Reference: 05/0758	Type of Application: Full Planning Permission
Applicant: Mr and Mrs Norton	Agent : Partington and Associates
Location: 93 RIBBY ROAD, WREA GREEN, PRESTON, PR4 2	
Proposal:	FIRST FLOOR EXTENSION ABOVE EXISTING GARAGE, ENTRANCE PORCH AND SINGLE STOREY SIDE EXTENSION. REPLACEMENT OF EXISTING WINDOWS AND RE-TILING OF EXISTING ROOF. DORMER EXTENSION TO EXISTING 2ND FLOOR AND ALTERATION TO EXISTING DORMER.
Parish: Ribby with Wrea	Area Team: Area Team 1
Weeks on Hand: 6	Case Officer: Miss R Delooze
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal is considered by Officers to meet with all relevant Development Plan policies and is therefore recommended for approval.

Reason for Reporting to Committee

The application is on Committee as the Parish and Officer recommendation differ and the proposal is contrary to the pre-amble to Policy HL4 of the Post-Inspectors draft housing chapter.

Site Description and Location

The property is located on the edge of Wrea Green Village within designated Countryside. The property is sited within a large garden curtilage and has well screened boundaries on all sides of the boundary.

Details of Proposal

The applicant is proposing various alterations and extensions to the existing property. There is proposed to be a first floor extension over the existing flat roof garage, the extension will be 6.75 metres in height to the pitch which will bring it in line with the existing pitch of the property. The first floor extension will be 5.2 metres in height to the eaves, 5.7 metres in width and 12.6 metres in length. This aspect of the proposal will add an additional 3.85 metres in height to the maximum point over the existing garage.

The applicant also proposed a two storey porch to the front elevation which will be 4 metres in width, 2 metres in depth, 5.2 metres in height to eaves and 6.7 metres in height to the pitch, this aspect of the application will replace an existing single storey flat roofed glazed porch.

There is a single storey side extension to the East elevation of the property which will be 6.7 metres in length, 5.4 metres wide, 2.5 metres in height to eaves and 4.8 metres in height to the pitch. The applicants also propose a single storey lounge extension to the rear which is 3 metres wide, 7 metres in length and 2.8 metres in height, there will then be a balcony sited above this extension which will serve the master bedroom. This extension is to replace an existing single storey rear extension which measures 1.8 metres in depth, 6.8 metres in length and 2.5 metres in height.

The applicant also proposed various alterations to the property such as replacement windows and roof tiles which are permitted development, a reduction in the size of an existing dormer and the introduction of an additional cottage style dormer to the front elevation. The dormer will be positioned 1 metre up the roof slope and is 1.4 metres in width at the widest point, 2 metres deep at the ridge height, 1.4 metres in height to the pitch and 0.9 metres in height at eaves.

Relevant Planning History

Application No	Development	Decision	Date
05/0758	Single storey extension and replacement of existing windows and re-tiling of existing roof	Withdrawn	

Parish Council Observations

Wrea Green Parish Council

Object to the proposal considers that the proposed development is over intensive and overbearing on 91a Ribby Road, Wrea Green

Statutory Consultees

N/A

Observations of Other Interested Parties

N/A

Neighbour Observations

1 letter of objection received, main points raised were:

- Loss of light to all six windows on the side of our property
- Loss of privacy

Relevant Planning Policy

Joint Lancashire Structure Plan:
Policy 5 - Development in rural areas

Fylde Borough Local Plan:
SP2 - Development in rural areas
HL4 - House Extensions in rural areas
HL5 - House Extensions

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPS7 : Sustainable Development in rural areas

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The main issues for consideration in this application are contained within policies HL4 and HL5 of the Fylde Borough Local Plan and relate to the size of the proposal in relation to the existing dwelling and the surrounding Countryside and any impacts on any neighbouring properties.

The proposed single storey side extension is projecting into the applicants large garden area and will be going no nearer to any residential property than the existing house. This extension will have no detrimental impacts on any neighbouring properties and is considered to be of an acceptable design and scale which will fit in well with the existing property. This aspect of the proposal will be situated behind a substantially well screened boundary and as such will have no detrimental impacts on the character or appearance of the Countryside.

The balcony to the rear of the property is to replace an existing single storey rear extension to the lounge and will be slightly large in footprint. Once again the well screened boundary will ensure privacy to the neighbours at Oak Lodge. This aspect of the proposal will be 10 metres away from the neighbouring property and as stated because of the boundary and this distance between there is considered to be adequate protection of privacy and amenity to both neighbours.

With regard to the front porch this will once again be replacing an existing single storey flat roofed structure and will be of a smaller footprint although it will be much higher than the existing. This aspect of the proposal is once again considered to be of an acceptable size, scale and design to fit in with the existing property and have no detrimental visual impacts on the street scene or on the character of the Countryside.

The first floor extension above the existing garage has been amended to the West elevation to alter the windows format and style to ensure that all are fixed obscurely glazed, this is to ensure the privacy of the applicants as there is an opportunity for direct overlooking into these rooms from the windows of the neighbouring property. The neighbour at Oak Lodge is protected from overlooking by an existing boundary fence, however with an obscure glazing condition to the windows facing this property both neighbours privacy and amenity will be protected. In terms of an overbearing impact to this neighbour the proposed first floor extension will be sited 9 metres away from the neighbour and 4.5 metres away from the boundary. This distance stepped away from this neighbour is considered adequate to ensure that the proposal is not considered to be overbearing and the fact that the roof will be pitching away from this boundary will also reduce any possible overbearing impacts. The neighbour has raised concerns relating to light loss to various rooms and windows on the side of the property facing the first floor extension. After a visit to the site it can be confirmed that at first floor the windows are serving bedrooms, one is a secondary window to the room and although the other is a primary window to the bedroom it is already mostly facing onto the existing gable end of the property so light loss to these two rooms is not considered to be detrimental. At a ground floor level there are three windows facing onto the proposal all are serving hallways, cloakrooms or a laundry room which are not considered to be habitable windows, therefore the light loss is once again not considered to be detrimental to amenity of the neighbouring residents.

The proposal will not breach the 45 degree line from the neighbouring property and although there are a substantial number of amendments to the existing property the proposed extensions only represent a 48% increase in cubic volume over and above the original dwelling house. This is slightly more than the 33% allowance as set out in the Local Plan, however it is not considered to be creating a dwelling out of scale for the area and the applicants have such a large plot of land there will be more

than adequate garden area retained for the enjoyment of the property.

Even given the size of the extensions the proposal is considered to have no detrimental impacts on the character or appearance of this designated Countryside, and as the proposal is well screened to the road and designed appropriately there will be no detrimental visual impacts to the street scene.

Conclusions

The proposal is considered to comply with all relevant development plan policies, is designed appropriately, will have no detrimental impacts on any neighbouring properties and will have no detrimental visual impacts on the street scene or Countryside. As such the application is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of five years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. Notwithstanding any denotation on the approved plans the materials of construction to be used on the external elevations and roof must match those of the existing building[s] in the terms of colour and texture and samples of the materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of building operations and thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

To ensure a consistency in the use of materials in the interest of visual amenity.

3. The proposed window(s) shown coloured GREEN on the approved plan shall be non openable and glazed with obscure glass of a type to be agreed with the Local Planning Authority and shall thereafter be retained or if replaced the glass shall be of the same type as previously agreed.

To safeguard the amenities of the occupants of adjoining residential premises.

4. This consent relates to the revised plan[s] received by the Local Planning Authority on the 27th September 2005.

For the avoidance of doubt and as agreed with the applicant / agent.

REASON FOR APPROVAL

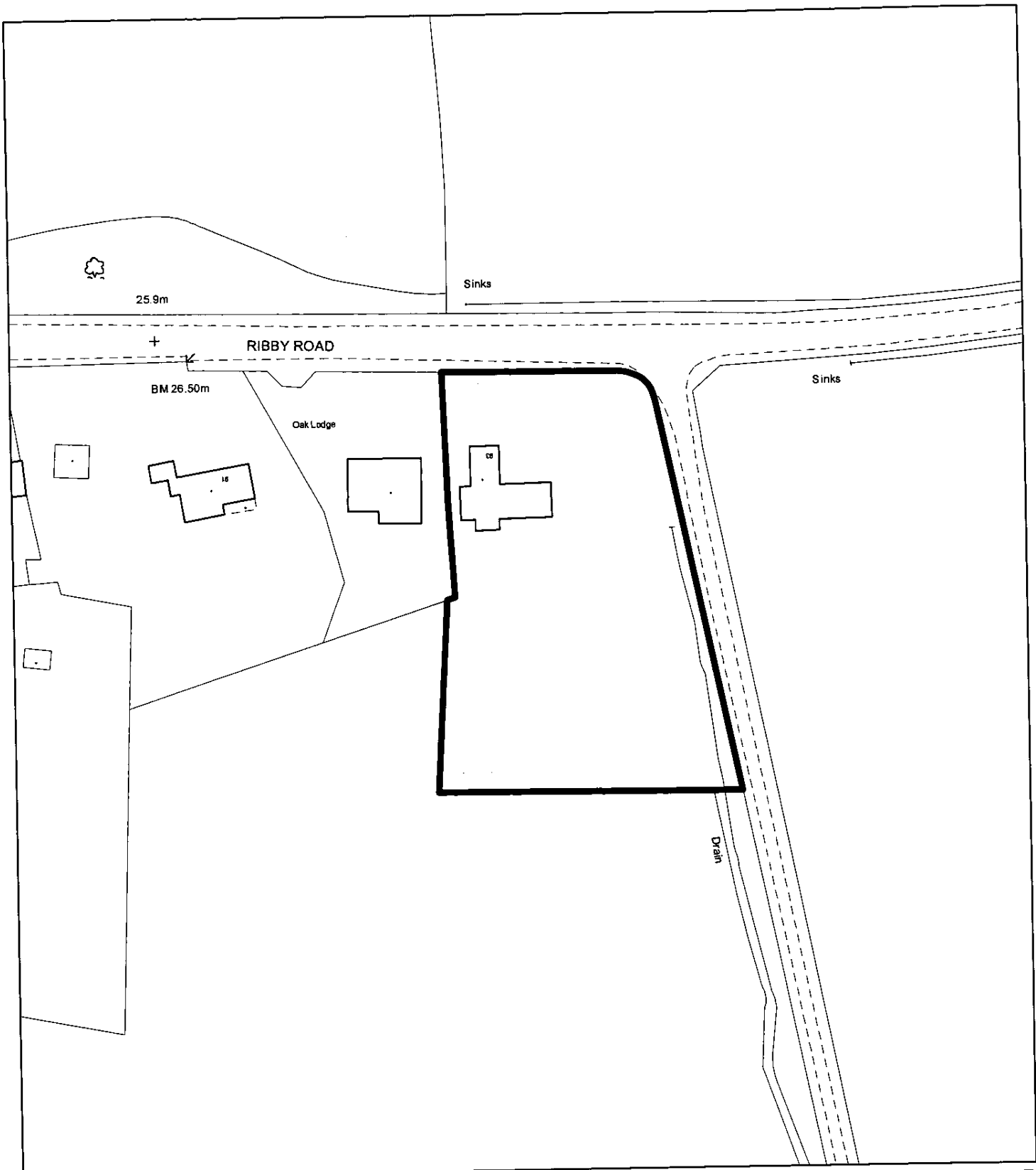
The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:
The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP2, HL4 and HL5
Joint Lancashire Structure Plan: Policy 5
PPG's/PPS's: PPS1, PPS7



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<p>Application No. 5/05/0758</p>	<p>Address 93 Ribby Road Wrea Green</p>	<p>Grid Ref. E.3403 : N.4316</p>	<p>Scale N.T.S.</p>	<p>Item No. 9</p>

Item Number: 10

Application Reference: 05/0803	Type of Application: Full Planning Permission
Applicant: Orange PLs Ltd	Agent : Adam Holmes Associates
Location: CHURCH/ADJ, ST THOMAS ROAD, ST ANNES, LYTHAM ST ANNES	
Proposal: INSTALLATION OF TELECOMMUNICATIONS EQUIPMENT, COMPRISING OF 4 ANTENNAS AFFIXED TO EXISTING FLAGPOLE, PLUS SINGLE 0.3M DISH AND EXTERNAL EQUIPMENT HOUSING AND INTERNAL CABLING.	
Parish: Ansdell	Area Team: Area Team 2
Weeks on Hand: 5	Case Officer: Mrs J Cary
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

It is considered that the introduction of the antenna as proposed on the flag pole fixed to the tower of St Thomas' Church, would not result in such a visual intrusion so as to warrant a refusal of the application. It is recommended that Members approve the application.

Reason for Reporting to Committee

Due to the large number of neighbour objections received in connection with the application.

Site Description and Location

The site is St Thomas' Church Tower, situated on the corner of St Thomas' Road and Clifton Drive South.

Details of Proposal

The application proposes the installation of 4 antennas fixed to the exiting flagpole, together with a dish 0.3m, together with internal equipment housing. The antenna would measure approximately 60cm high by 13cm wide. They would be fixed around the diameter of the pole, but towards the bottom of the flag pole.

Relevant Planning History

Application No	Development	Decision	Date
00/0781	ADVERTISEMENT CONSENT FOR EXTERNAL NOTICE BOARD	Granted	03/01/2001
03/1175	PROPOSED DEMOLISH OF CHURCH TOWER	Withdrawn by Applicant	03/06/2004

05/0807	LISTED BUILDING CONSENT FOR ERECTION OF TELECOMMUNICATIONS EQUIPMENT ON ROOFTOP, AND FLAGPOLE OF ST THOMAS CHURCH.		
94/0613	ERECTION OF A NEW VICARAGE FOR THE CHURCH	Granted	12/10/1994
94/0759	THREE STOREY (PLUS ROOF SPACE ACCOMMODATION) FLAT	Granted	12/04/1995
97/0129	REPLACEMENT OF EXISTING NOTICE BOARD ON CORNER OF CLIFTON DRIVE	Permitted Development	30/04/1997
97/0133	LISTED BUILDING CONSENT TO ALTER NOTICE BOARD ON CORNER OF	Withdrawn by Applicant	30/04/1997

Parish Council Observations

St Annes Parish Council - We understand there have been some objections to this proposal but as there are other examples in the area which appear to have posed no problems, we are minded not to oppose this application.

Statutory Consultees

N/A

Observations of Other Interested Parties

N/A

Neighbour Observations

Two letters of support on the grounds that it would not be detrimental to the appearance of the church and have no reason to question any health issues. It would also assist in revenue for essential remedial work needed to the church.

18 letters of objection received on the following grounds:

1. health hazard
2. unsightly and detrimental to the appearance of the church tower
3. devaluation of property
4. financial gain

Relevant Planning Policy

Lancashire Structure Plan:
Policy 1

Fylde Borough Local Plan:
Policy CF8, EP4

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPG8: Telecommunications

Site Constraints:
listed building

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The main issues are whether the equipment is appropriate on this listed building, and whether there is any adverse impact upon the architectural or historic character.

The site has been identified as satisfying the license requirements to provide and maintain a telecommunication service to an area where at least 80% of the population of the UK live by 31 December 2007. A site selection process has also been entered into by the applicant, with the application site, being the most appropriate site.

The flag pole may have been a later addition to the tower of the church, and is already a rather bulkier flag pole than one would normally expect to see. The flag pole is dark in appearance and has the appearance of 4 separate pieces, tapering in width from bottom to top. The antennas's are proposed to be positioned towards to the bottom of the flag pole, approximately 0.6m up from the bottom, and at its widest part.

Whilst the church tower is obviously a prominent feature in the landscape and the flag pole is at an overall greater height than the tower, its design is such that there is a parapet wall around the perimeter of the tower, together with 4 turrets at each corner of the tower. As such, given these design features of the church tower, the lower half of the flag pole is not highly visible from a number of vantage points. In fact, this lower section is concealed by the turrets at a number of vantage points. In addition, when viewed from close up, due to its height, again, the lower part of the flag pole is not readily visible and gain, concealed by the parapet. As such, the installation of the proposed antennas would also, not be readily visible. However, notwithstanding the above, there will obviously be a greater view of the flag pole the greater the distance one is from the tower. In the circumstance therefore, the antennas will be visible from a distance, but obviously, the greater the distance away, the smaller the antennas will appear and therefore, ultimately less conspicuously. In addition, the antennas will be even further minimised by painting the antenna in an appropriate colour to match the flagpole.

Officers have carefully considered the proposal, particularly having regard to the fact that the antennas will be positioned on a listed building. Policy EP4 precludes alterations and additions to a listed building, where there would be an adverse effect on its architectural or historic character or where the development would prejudice its setting. However, it is your officers opinion that, given the factors contained above, the antennas would not adversely affect its architectural or historic character so as to warrant a refusal of the application.

With regards to health issues which have formed the main basis for objection from residents, the most up to date research and evidence, has shown no direct link between telecommunications equipment and health hazards.

Conclusions

It is considered that the application complies with Policy EP4 of the Fylde Borough Local Plan in that it would not adversely affect its architectural or historic character. The application is therefore, recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 5 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. Prior to the erection of the antennas or within 14 days of their erection, the antennas and cabling should be finished in a colour to be agreed in writing and shall thereafter be retained in its approved form, unless otherwise agreed in writing with the Local planning Authority.

The site is a sensitive site given that it is a listed building.

3. All the telecommunications equipment shall be completely removed from the site, and the site made good to the satisfaction of the Local Planning Authority, when the equipment is now longer needed for its intended purpose.

The Council would not wish the equipment to be retained any longer than is practically needed.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area, or on the architectural or historic merit of the listed building.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

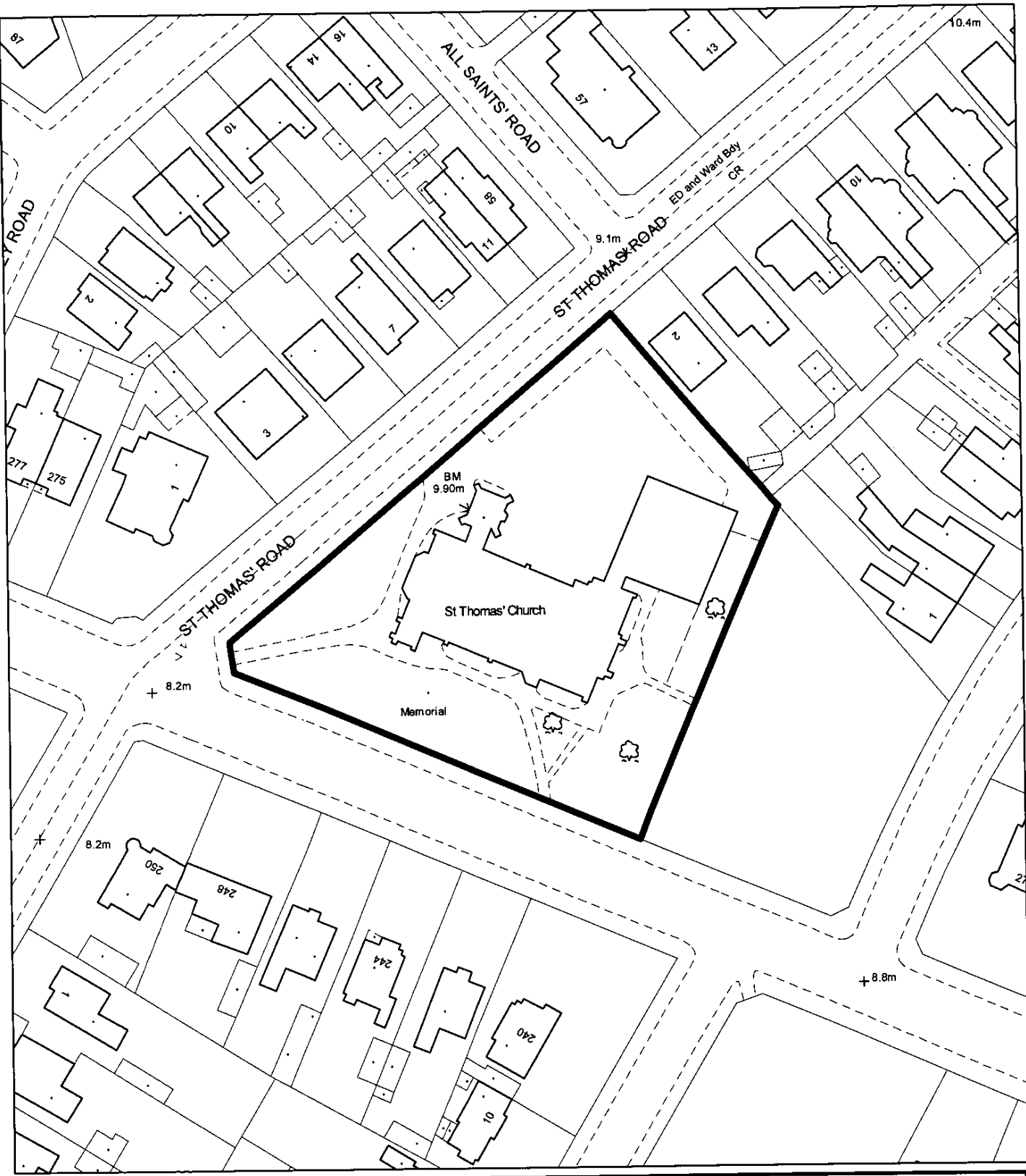
and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: EP4, CF8

Joint Lancashire Structure Plan:

PPG's/PPS's: PPS1, PPG8, PPG15



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<p>Application No. 5/05/0803 & 0807</p>	<p>Address St Thomas Church St Thomas Road, St Annes</p>	<p>Grid Ref. E.3325 : N.4283</p>	<p>Scale N.T.S.</p>	<p>Item No. 11&12</p>

Item Number: 11

Application Reference: 05/0807	Type of Application: Listed Building Consent
Applicant: Orange Personal Communications Services td	Agent : Adam Holmes Associates
Location: CHURCH/ADJ, ST THOMAS ROAD, ST ANNES, LYTHAM ST ANNES	
Proposal: LISTED BUILDING CONSENT FOR ERECTION OF TELECOMMUNICATIONS EQUIPMENT ON ROOFTOP, AND FLAGPOLE OF ST THOMAS CHURCH.	
Parish: Ansdell	Area Team: Area Team 2
Weeks on Hand: 5	Case Officer: Mrs J Cary
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Please see report on appn no. 5/05/0803.

1. The development must be begun not later than the expiration of 5 years commencing upon the date of this permission, and where applicable should be carried out in strict accordance with the approved plan(s) which accompany the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans to ensure the approved standard of development is achieved.

2. Prior to the erection of the antennas or within 14 days of their erection, the antennas and cabling should be finished in a colour to be agreed in writing and shall thereafter be retained in its approved form, unless otherwise agreed in writing with the Local planning Authority.

The site is a sensitive site given that it is a listed building.

3. All the telecommunications equipment shall be completely removed from the site, and the site made good to the satisfaction of the Local Planning Authority, when the equipment is now longer needed for its intended purpose.

The Council would not wish the equipment to be retained any longer than is practically needed.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: Policy EP4, CF8
Joint Lancashire Structure Plan:
PPG's/PPS's: PPS1, PPG18, PPG15

Item Number: 12

Application Reference: 05/0809	Type of Application: Full Planning Permission
Applicant: Mr and Mrs Griffiths	Agent :
Location: 21 TARNBRICK AVENUE, FRECKLETON, PRESTON	
Proposal: DORMER TO FRONT ELEVATION AND REPLACEMENT OF BOUNDARY WALL	
Parish: Freckleton	Area Team: Area Team 1
Weeks on Hand: 4	Case Officer: Miss R Delooze
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application complies with all relevant Development Plan policies and as such is recommended for approval.

Reason for Reporting to Committee

The Officer and Parish recommendation on one aspect of the proposal differ

Site Description and Location

The application site is located within the built up development area of Freckleton. The property is located on a corner plot on Tarnbrick Avenue, and the area is characterised by dormer bungalows.

Details of Proposal

The applicant proposes to site a dormer to the front elevation of the property, the proposed dormer will be 7.4 metres in length, 1.8 metres in height with a flat roof and 3.5 in depth at the highest point. The applicant also proposed to construct a boundary wall around the perimeter of the property, the wall is to be of brick construction with pillars and fence panels between. The brick posts and fence panels will be a maximum of 1.3 metres in height, and as mentioned above will run the full perimeter of the property and along the driveway.

Relevant Planning History

Application No	Development	Decision	Date
98/0191	SINGLE STOREY REAR EXTENSION TO FORM FAMILY/BREAKFAST ROOM	Granted	22/04/1998

Parish Council Observations

Freckleton Parish Council

have stated that they support the dormer proposal, however they object and recommend refusal of the proposed wall. The wall is adjacent to the public highway and will be too high. It is not in keeping with the remainder of the properties.

Statutory Consultees

County Highway Authority

No observations

BAe

Views awaited, consulted on 05/09/05

MOD

No safeguarding objections

Observations of Other Interested Parties

N/A

Neighbour Observations

1 letter of support received:

"In reply to above, we have no objections whatsoever to the above front dormer and believe the new wall will be an asset to the area!"

Relevant Planning Policy

Fylde Borough Local Plan:

HL10 - House Extensions

Other Relevant Policy:

PPS1: Delivering Sustainable Development

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The main issues for consideration in this application are contained within policy HL10 of the Fylde Borough Local Plan, and relate to visual impact of the proposal on the surrounding street scene.

The proposed dormer is of a standard design and format and although sounding quite large will allow some space around the side and base to allow the roof slope to remain visible. The dormer is of a nature which is expected to be seen within the immediate area and will have no detrimental impacts on the street scene. The application property is 21 metres away from 28 Tarnbrick Avenue which is located opposite the application site, as such the level of overlooking to this neighbour is considered to be acceptable.

With regards to the boundary wall the main considerations relate to visual amenity and highway safety. Lancashire County Council Highways department have been consulted on the application and have stated that they have no observations to make, therefore the visibility round the corner is not

considered to be detrimentally affected by the proposal.

In relation to the comments made by the Parish Council the issue over road safety has been addressed, however with regards to the proposal being out of character with the area, it must be stated that the proposal is not the only wall of this nature within the vicinity and properties over the road from the application site also have brick walls with pillars and iron railings between, although they are not quite as high as the one proposed. The wall is considered to be of an acceptable design, scale and height to ensure that there are no detrimental impacts on the street scene, and this view is supported by a nearby neighbour who has written in support of the application and has stated that they feel it will be asset to the area.

It should also be noted by Members that the boundary wall is only slightly higher than the permitted development height of 1 metre adjacent to a highway.

Conclusions

The dormer and boundary wall are considered to be of an acceptable scale and design to ensure that there are no detrimental impacts to the street scene and as such the proposal is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of three years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. The external materials to be used in the development hereby approved shall accord entirely with those indicated on the approved plans; any modification shall thereafter be agreed with the Local Planning Authority in writing prior to any substitution of the agreed materials.

In the interests of visual amenity.

3. The type of cladding to be used on the dormer shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works and shall thereafter be retained unless otherwise agreed.

In the interests of visual amenity

REASON FOR APPROVAL

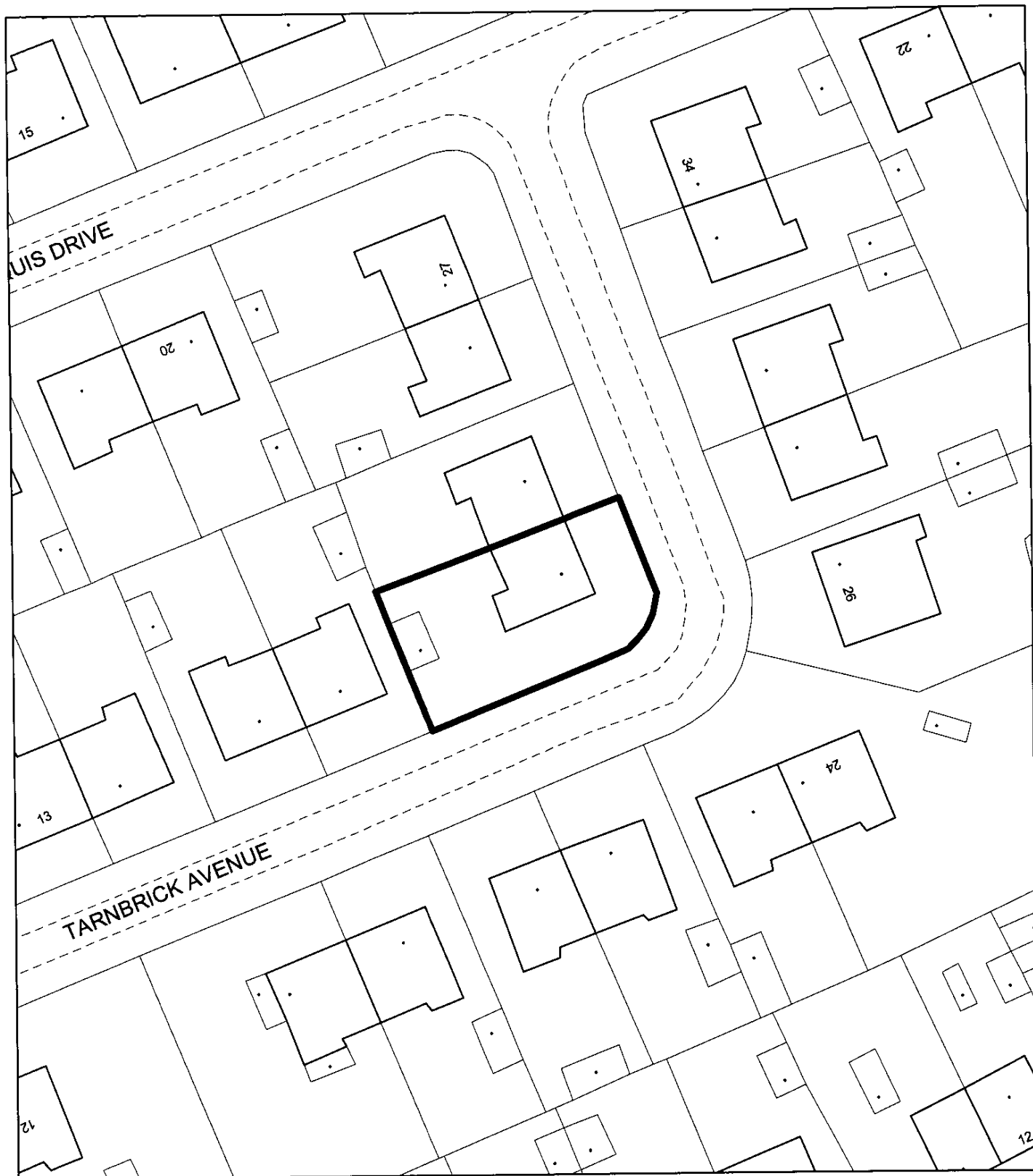
The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:
The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: HL10
Joint Lancashire Structure Plan:
PPG's/PPS's: PPS1



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<p>Application No. 5/05/0809</p>	<p>Address 21 Tarnbrick Avenue Freckleton</p>	<p>Grid Ref. E.3434 : N.4291</p>	<p>Scale N.T.S.</p>	<p>Item No. 13</p>

Item Number: 13

Application Reference: 05/0856	Type of Application: Full Planning Permission
Applicant: Fylde Primary Care Trust	Agent : B + R Partnership
Location: LAND AT JUNCTION OF BOUNDARY ROAD/, PRESTON ROAD, LYTHAM, LYTHAM ST ANNES, FY8 5	
Proposal: ERECTION OF PRIMARY CARE CENTRE WITH ASSOCIATED RETAIL PHARMACY AND DENTAL CLINIC.	
Parish: St Johns	Area Team: Area Team 1
Weeks on Hand: 4	Case Officer: Mr D Shepherd
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application proposed is not contrary to the relevant development plan policies, and is therefore recommended for a minded approval subject to a Section 278 agreement with Lancashire County Highways to ensure the required road improvements and alterations are carried out

Reason for Reporting to Committee

This application is on Committee as it is a major application and it was refused by Members at the 24th August Committee.

Site Description and Location

The application site is located on the corner of Preston Road and Boundary Road on the edge of the built up development area of Lytham. The site is a key gateway site into Lytham from Warton and is located just on the outskirts of Lytham adjacent to Green Belt. Currently the site is utilised for outside car sales and storage for Stanways, and extends from Preston Road up to the factory development at the rear and will also incorporate part of an existing warehouse which will be removed and will create an additional parking area to be used in connection with the Health Centre.

Details of Proposal

The application proposes a three storey modern health centre, which is to incorporate doctors consulting rooms, dentists facilities and a retail pharmacy. The doctors surgeries are to be relocated to this site from their existing positions in the Centre of Lytham and along with the other aspects of the development will create a health centre of 5122.7 cubic metres, of which the retail element will be 138.7 cubic metres. Access to the site will be from Boundary Road and the junction with Preston Road will be improved with a full traffic light junction.

The health centre will be sited 46 metres away from Preston Road at the nearest point and will be just 2 metres off the boundary with Boundary Road also at the nearest point.

Upon the completion of Phase 2 of this development which requires the construction of the full second floor the structure will stand a maximum of 15.5 metres to the highest point of the roof, although the majority of the structure will be about 12 metres in height. The proposal when viewed from Preston Road will be 36 metres in width and will project 39.5 metres into the site at the furthest points. The final details relating to the internal layout of the second floor are yet to be finalised, however there are details showing a roof garden which is to be situated on the Boundary Road side of the centre.

The centre proposed is of a very modern design with many varying levels, windows, roof heights and designs and a varied use of materials.

The site plan for Phase 2 demonstrates the provision of 2 cycle bays, a motorcycle parking area and 110 car parking spaces of which 11 are designated disabled.

Relevant Planning History

Application No	Development	Decision	Date
5/05/555	Demolition, alterations and new build to existing car showroom and service centre.		
5/97/120	Extension to existing car showroom offices and enclosure of part of canopy to extend showroom.	Approved	26/03/97
5/95/134	Outline application to erect replacement car showroom.	Refusal	16/08/95
5/92/194	Enclosure of existing open sales area to form new sales area and valetting work shop.	Approved	22/04/92
5/85/463	Reserved Matters application for petrol filling station with dispensers, canopy and kiosk.	Approved	14/08/85
5/83/944	Outline application for petrol filling station with dispensers, canopy and kiosk and a industrial / commercial development on land off Boundary Road, Lytham.	Approved section 52 agreement	13/07/84
5/79/13	Extension to provide M.O.T Facilities.	Approved	14/02/79
5/78/1245	Petrol pumps, tanks, canopy and petrol sales building.	Refusal	04/04/79
5/75/923	Self service petrol filling station, car wash, canopy and underground petrol storage tanks.	Refusal Appeal dismissed 9/2/77	17/12/75
5/75/349	Self service petrol filling station, car wash, underground petrol storage tanks and sales building.	Refusal	20/08/75

Parish Council Observations

N/A

Statutory Consultees

County Highways Authority -

No formal response, but it has been agreed with the County that there is going to be a full light controlled junction. The formal response will be included in the late observations.

United Utilities -

"I have no objection to the proposal provided the site is drained on a separate system with foul drainage only connected into the foul sewer. Surface water should discharge to the watercourse/soak away/surface water and may require the consent of the Environment Agency.

A separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999.

A water main runs alongside the site. As we need access for operating and maintaining it, we will not permit development in close proximity to the main. Any necessary disconnection or diversion required as a result of any development will be carried out at the developer's expense. Under the Water Industry Act 1991, Sections 158 & 159, we have the right to inspect, maintain, adjust, repair or alter our mains. This includes carrying out any works incidental to any of those purposes. Service pipes are not our property and we have no record of them.

The development is shown to be adjacent to/include our electricity underground apparatus and therefore, it is essential that the applicant check that United Utilities maintenance and/or access rights are maintained.

The applicant should be aware of the potential difficulties caused by trees and should consider this when carrying out planting near to the substation/overhead line/underground cables. The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity.

The applicant should also be referred to two relevant documents produced by the Health and Safety Executive, which are available from The Stationary Office Publications Centre and The Stationary Office bookshops, and advised to follow the guidance given.

The documents are as follows:-

HS (G) 47- Avoiding danger from underground services

GS6 - Avoidance of danger from overhead electric lines.

The applicant should also be advised that, should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant.

United Utilities offers a fully supported mapping service at a modest cost for our electricity, water mains and sewerage assets. This is a quality assured service, which is constantly updated by our Map Services Team (Tel No. 0870 7510101) and I recommend that the applicant give early consideration in project design as it is better value than traditional methods of data gathering."

BAE Systems -

"No objections to the proposal"

Blackpool Airport -

" The airport company has no objection to the development as proposed and indicated on the plans"

Environmental Health -

"No objections"

MOD -

"No safeguarding objection to the scheme"

NATS -

No safeguarding objections

Environment Agency -

Withdrew their initial objections to the proposal when they discovered that the building was not going to be attached to the Civil Emergency List. Their secondary comments stated:

"I refer to my earlier letter objecting to the above development. We have now been copied B and R Partnership's letter to yourselves clarifying the position regarding the use of the site in emergencies. In view of this we withdraw our objection to the above application.

They then requested 2 conditions be attached to the approval and certain notes, these have been included below.

Observations of Other Interested Parties

Design Panel

Raised no objections to the proposal but requested 1 minor amendment to the plans to increase the height of the central tower by 1 metre to ensure it retained its visual impact when the final floor was added to the development. They also wished to have a samples board submitted, which at the time of writing the report has not been submitted but is expected imminently. They also wished to see another perspective view of the building from Lytham, which unfortunately because of logistical problems will not be completed.

Neighbour Observations

Stanways said on the original application:

"Thank you for your letter of 2nd June 2005 regarding the above application. We have had sight of the plans of May 2005 and our architects wrote to the Fylde NHS Primary Care Trust noting our concerns. Our architects are checking that our issues have been addressed with the current application.

We would, however, like you to note the concerns expressed in our architect's letter and although we are not objecting to the application in principal, in fact we very much support it, our concerns must be resolved to our satisfaction."

The letter reads:

"You may not be aware, but in the contract between Mr Dennison and Kensington Developments, there is a clause which states that there will be no physical obstructions over 1m high in front of the building line; there are certain elements within your proposals which may conflict with this particular requirement:-

1. I notice that you propose to line the pedestrian pathway with individual walls sub-divided
2. There is also a requirement for a 2m maintenance strip adjacent to our Client's existing buil
3. Our client has also expressed concerns regarding the proposed landscaping shown to the car parki

4. Would you please provide details of the proposed boundary treatment, sub-dividing the two sites

1 objection from a local resident, main points raised were:

- No local plan could possibly approve a site for this purpose which is so far removed from the centre of population as to be on an industrial site.
- The infirm and chronically ill will be severely challenged to travel up to six miles return across a highly populated area for each consultation.
- Such people will not be able to negotiate complicated road layouts and traffic lights on foot. Some may not even be able to drive in any case - still less walk.
- In face of future development at or near Dock Road, there will be much increased traffic movement. This Boundary Road site will be increasingly dangerous for those approaching across Saltcotes Road junction from Lytham, and accelerating towards the fast and dangerous highway into open country.
- Smaller houses near the site do not contain more potential patients,. Large old houses at Lytham are subdivided in multi occupancy, so that when South Park estate and a greater aged population are also considered total numbers seeking treatment are greater in central and west Lytham.
- Because there has been no open consultation, the majority has been deprived of a voice in the matter of location, and it has not been possible to arrive at a democratic consensus.
- There is a confusing distribution of parking spaces around the Centre, which amounts in total to about a dozen more than the total number of staff.

Relevant Planning Policy

Joint Lancashire Structure Plan:

- Policy 2 - Main development locations
- Policy 24 - Flood Risk

Fylde Borough Local Plan:

- Policy SP1 - Development within Settlements
- Policy EMP2 - Existing Business and Industrial Areas
- Policy TR9 - Car parking within new developments
- Policy EP29- Contaminated Land
- Policy EP30 - Development within Flood plains
- Policy CF1 - Provision of Community Facilities

Other Relevant Policy:

- PPS1: Delivering Sustainable Development
- PPG25: Development and flood risk

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

This application represents a clear policy of health care improvement for the Fylde area. Members will recall that there are new health centres being built in Freckleton and Ansdell. This proposal will serve the Lytham community and the plan is to provide a similar facility in St Annes. This is set out in the PCT's Estates Strategy.

The main issues for consideration in this application relate to the siting of the proposed development, design and impacts on the surrounding area by way of traffic generation and neighbour impact.

The health centre is to be sited on land which is currently designated for employment or industrial use. At the moment this area is being mainly utilised for car showroom space and a car parking area to the rear which has become overgrown in places. The existing structure and landscape is not visually attractive and is underused.

It is accepted that on the face of it the siting of this building on this land would appear to be contrary to policy EMP2 of the Fylde Borough Local Plan. However, the current occupier of the site is a car dealership which, is a sui generis use and not a B1, B2 or B8 use. Therefore there is no loss of industrial uses and the proposed use will provide more employment (98 jobs) than the current user of the site. Your officers' clear opinion is that the proposal does not therefore run counter to the aims and objectives of Policy EMP2.

The building although sited on the edge of the Town is still within the settlement area, and much of the objection to the proposal relates to its siting and poor opportunities to access the site. The main issue here is with regard to the sustainability of the proposed site. The applicants have explained their attempts to acquire an alternative site. However the only site which was affordable /available was the application site. Sites which have been considered are, the Cooksons site, Aegon site, Lytham Hospital, and redevelopment of the existing surgeries. Whilst it has to be accepted that a site closer to the town centre may be more sustainable, the fact is that the proposed site still meets the general principle of PPS1 in delivering sustainable development. It is located on a main road and does have bus stops sited in front of the application site. Access to the site utilizing public transport is therefore good. The applicants did submit a healthy transport plan with their application which Lancashire County Highways thought was an excellent document that should be promoted as it encourages the use of other modes of transport, this document has been appended to this report, the main points and findings of which are:

- As Healthcare providers the focus is on the NHS which embraces Primary Care. Not only is it that the links between pollution (ie. exhaust emissions) and healthcare are well known, but the Department of Health is increasingly concerned about the need to shift travel from motor vehicle, to the healthier activities of walking and cycling and it is a primary criteria of primary care to promote a healthier lifestyle embracing physical activity and discouraging more sedentary tendencies.
- Dr Reid's existing surgery on Church Road has parking provision for 11 cars at any one time. There are, however, no facilities for disabled drivers, patient drop-off or those wishing to cycle to the surgery. Dr Fielding's existing surgery also on Church Road Lytham has parking provision for only 7 cars at one time. None of these parking spaces are suitable/dedicated for disabled use and there are no facilities for those wishing to cycle to work or patients wishing to cycle. The Dental facility which is relocating to the Primary Care Centre has no parking facilities at all, nor any facilities which would encourage staff and patients to use alternative healthier means transport.
- A number of 'departments' within the primary care centre are relocating from either Lytham Hospital phases 1&2 or Clifton Hospital phase 2, both sites are renowned for their congestion both on site and in the nearby streets.
- Existing bus services to the site are reasonably good with bus stops being located on the Preston Road frontage of the site. However there are concerns about the frequency of the service and as a result the applicant has agreed to make a contribution to a quality bus scheme.
- The Healthy Transport Plan will make the new site less congested than those from which services are being relocated and allows easy access for emergency vehicles, 'essential users', vehicles for disabled person, cars in general and cyclists. Improves the services provided by providing adequate parking facilities and promoting other forms of travel such as public transport, walking and cycling.
- Car sharing must be seen as an appealing first step for the Occupiers in their efforts to reduce the volume of cars needing access to the site. This is because a high proportion of staff travel by car, and some drivers will be more readily persuaded to car share than to switch to bus or bicycle.
- Encouraging cycling offers many health benefits for staff, the plan then goes on to discuss

possible ways to encourage cycling to work.

- It is acknowledged that buses are a more popular choice for those staff working in town centre locations. Yet rising numbers of drivers say they would be prepared to use their cars less if public transport were better. In order for the Trust and Practices to encourage staff to use public transport, it will be necessary to provide information on services available through easy to understand timetables and clear maps which show bus routes to the site.
- The ability to park on the site will be based on job requirements and transport needs and include the following groups of staff regular car users who need a car for clinical work off site, staff who have a disability, car sharers and patients.
- The success of the transport plan and the targets set will be monitored on an annual basis.
- The plan states that a number of the patients will be of a special needs group and in order to ensure their adequate access to the site they will need to provide adequate information and a service map, well written directions encouraging the use of public transport, secure cycle parking, volunteer group scheme who will collect from home and deliver patients, provide suitable sized and located parking spaces for disabled persons and parents with small children and provide a drop-off point for patients being delivered by ambulance, driver schemes or friends and relatives.
- Having the dentist and doctor facilities under one roof could reduce the number of commuting trips as they will be together collectively as opposed to spread out over the area.

There is also provision on site for parking of bicycles and motorised two-wheeled vehicles, as well as car parking which complies with the County standards and adequate provision for disabled drivers.

Policy CF1 of the Local Plan also requires that developments of this nature are sited appropriately and should have regard to adjacent and nearby land uses and should not prejudice residential amenity. The health centre although located near to industrial uses will not prejudice those uses or be detrimentally affected by the existing uses as the majority of the work carried out by nearby businesses is light industrial and relate to packaging and distribution, although the car garage next door will create some background noise. The nearest residential property to the application site is sited on the other side of Stanways garage and will not be adversely affected by the application, and will in fact benefit from a facility of this nature so close to their homes.

The building proposed is of an innovative design that will create a gateway feature into Lytham from Warton. The proposed structure is of much visual interest with the varying levels, shapes, colours and materials, that will stand out positively within the existing street scene. The landscape details are to be finalised via detailed plans which will be submitted and requested as a condition of any approval, however the indicative landscaping shown on the site plans appears to promote the use of trees, shrubbery and other forms boundary treatments etc which would suit this building and will create no detrimental visual impacts on the surrounding area.

During consideration of the previous application County highways were happy with the proposal in principle, however they were awaiting some finalised details regarding traffic numbers in order to determine whether or not to place traffic lights or a puffin-crossing at the junction of Boundary Road and Preston Road. At the time of writing this report to the Committee we are awaiting the final comments of Lancashire County Highways in relation to the additional data and the re-submitted application. Their final comments will be reported to Committee in the late observations.

The final criteria in Policy CF1 requires the provision of satisfactory and surface water drainage disposal. United Utilities have raised no objection to the proposal, however some conditions and notes should added to ensure their requirements are met.

Conclusions

The proposed health centre is of an innovative, modern design that would create a beneficial facility

for the residents of Lytham, and with appropriate highway improvements is considered acceptable and is therefore recommended to Members to be minded to approve subject to a Section 278 agreement.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of five years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. The external materials to be used in the development hereby approved shall accord entirely with those indicated on the approved plans; any modification shall thereafter be agreed with the Local Planning Authority in writing prior to any substitution of the agreed materials.

In the interests of visual amenity.

3. Landscaping, including hard surface landscaping shall be carried out and preserved in accordance with a scheme and programme which shall be submitted to and approved by the Local Planning Authority before any development is commenced. Specific details shall include finished levels, means of enclosures, car parking [as applicable] hard surfacing materials, minor artifacts and street furniture, play equipment, refuse receptacles, lighting and services as applicable soft landscape works shall include plans and written specifications noting species, plant size, number and densities and an implementation programme. The scheme and programme shall thereafter be varied only in accordance with proposals submitted to and approved by the Local Planning Authority and such variations shall be deemed to be incorporated in the approved scheme and programme. The approved landscaping scheme shall be implemented in a timetable of planting to be agreed in writing with the Local Planning Authority but which in any event shall be undertaken no later than the next available planting season. The developer shall advise the Local Planning Authority in writing of the date upon which landscaping works commence on site prior to the commencement of those works.

To enhance the quality of the development in the interests of the amenities of the locality.

4. The whole of the landscape works, as approved shall be implemented and subsequently maintained for a period of 10 years following the completion of the works. Maintenance shall comprise and include for the replacement of any trees, shrubs or hedges that are removed, dying, being seriously damaged or becoming seriously diseased within the above specified period, which shall be replaced by trees of a similar size and species. The whole of the planted areas shall be kept free of weeds, trees shall be pruned or thinned, at the appropriate times in accordance with current silvicultural practice. All tree stakes, ties, guys, guards and protective fencing shall be maintained in good repair and renewed as necessary. Mulching is required to a minimum layer of 75mm of spent mushroom compost

or farm yard manure which should be applied around all tree and shrub planting after the initial watering. Weed growth over the whole of the planted area should be minimised. Any grassed area shall be kept mown to the appropriate height and managed in accordance with the approved scheme and programme.

To ensure a satisfactory standard of development and in the interest of visual amenity in the locality.

5. Before the development hereby approved is first occupied, full details regarding the cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority.

To ensure adequate and appropriate cycle parking is provided.

6. Notwithstanding the provisions of class A1 of the Town and Country Planning (Use Classes Order) 1995, or any order revoking, amending or re enacting that order, the pharmacy hereby approved shall be used for the dispensing of prescription medicines and the sale of non prescription medicines, beauty products, toiletries, baby products and health foods only.

The site is an area where an unrestricted shop could result in the loss of amenity for nearby residents through increased noise, traffic and general disturbance, especially during late evening and night hours. The provision of an outlet providing the approved products listed above is compatible in that it is ancillary to the operation of the health centre.

7. The car parking [and unloading and loading] areas as indicated on the approved plans for Phases 1 and 2 shall be constructed, drained, surfaced and laid out to the satisfaction of the Local Planning Authority concurrently with Phase 1 of the development, and shall be made available for the use of the Health Centre prior to the first occupation of the premises, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for visitors to the site.

To provide satisfactory off-street parking in accordance with Council's adopted standards.

8. Before commencement of any works to implement this permission, full details of the location, length, height and appearance of any fences or other boundary treatment shall be submitted to and approved by the Local Planning Authority. Thereafter only the approved fencing or boundary treatments shall be retained unless planning permission is sought and approved to alternative schemes.

To secure an appropriate form of boundary treatment in the interest of visual amenity.

9. The pharmacy hereby approved shall only be open for business concurrently with surgeries held at the health centre and at no other times, unless the opening is required due to emergency cover.

The site is in an area where an unrestricted shop could result in the loss of amenity for nearby residents through increased noise, traffic and general disturbance, especially during late evening and night hours. The provision of an outlet providing the approved products listed above is compatible in that it is ancillary to the operation of the health centre.

10. Samples of materials proposed for all hard surfaced areas of the site shall be submitted to the Local Planning Authority for approval 14 days prior to the commencement of any surfacing work on site, and thereafter only approved materials shall be used either during the initial works or subsequently in any repairs to the surfaces.

In the interests of visual amenity and to contribute to the overall quality of the development.

11. All surface water is to be so routed to discharge into the local watercourse/surface water sewer.

To adequately safeguard the sewer network and to prevent pollution/flooding.

12. All foul flows are to be routed to the foul/combined sewer.

To adequately safeguard the sewer network and to prevent pollution/flooding

13. No development approved by this planning permission shall be commenced until:

a) A desktop study has been undertaken to identify all previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. Using this information a diagrammatical representation (Conceptual model) for the site of all potential contaminant sources, pathways and receptors has been produced.

b) A site investigation has been designed for the site using the information obtained from (a) above. This should be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on the site.

c) The site investigation and associated risk assessment have been undertaken in accordance with details approved in writing by the Local Planning Authority.

d) A method statement and remediation strategy, based on the information obtained from c) above has been submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in strict accordance with the measures approved.

Works shall be carried and completed in accordance with the approved method statement and remediation strategy referred to in (d) above, and to a timescale agreed in writing by the Local Planning Authority: unless otherwise agreed in writing by the Local Planning Authority.

REASON

a) To identify all previous site uses, potential contaminants that might reasonably be expected given those uses and the source of contamination, pathways and receptors.

b) To enable:

-A risk assessment to be undertaken,

- Refinement of the conceptual model, and

The development of a Method statement and Remediation Strategy.

c) & d) To ensure that the proposed site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site.

14. Prior to being discharged into any watercourse, surface water sewer or soak away system, all surface water drainage from parking areas shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

To prevent pollution of the water environment

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:
The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan:

- Policy SP1
- Policy EMP2
- Policy TR9
- Policy EP29
- Policy EP30
- Policy CF1

Joint Lancashire Structure Plan:

- Policy 2
- Policy 24

PPG's/PPS's: PPS1, PPG25

Project Ref: F64

Date: 18th March 2005

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1 INTRODUCTION

The past twenty years has seen a massive increase in the levels of environmental awareness in all aspects of resource management with the field of transport being the most affected.

There has been a considerable activity over this time, with NHS bodies affected by policy and guidance produced by both wider government and the Department of Health/NHS Estates. The Government has shown a clear commitment to addressing the " traffic problem ", in particular congestion and pollution. In 'leading by example' there is an expectation that the Public sector will take the initiative.

As Healthcare providers the focus is on the NHS which embraces Primary Care. Not only is it that the links between pollution (ie. exhaust emissions) and healthcare are well known, but the Department of Health is increasingly concerned about the need to shift travel from motor vehicle, to the healthier activities of walking and cycling and it is a primary criteria of primary care to promote a healthier lifestyle embracing physical activity and discouraging more sedentary tendencies.

The main pieces of legislation/guidance relating to transport policy are the Transport Act 2000 and Transport Strategy 2000 – 2010 which sets the Government's vision and strategy for tackling transport problems. Department for Transport's Planning Policy Guidance (PPG) 13 – Transport, sets the criteria for Local Authorities as part of the planning approvals process. It contains guidance on transport and transport issues (ie. car parking standards) and introduces requirements for travel plans to be produced on all new developments which are likely to have an impact on traffic generation in order to reduce the reliance on motor car usage.

A travel plan or transport plan can be defined as a package of practical measures designed to influence travel to a particular site, or within an organisation, particularly aiming to reduce reliance on car use for business and travel to work and to lessen the environmental effect on travel arrangements.

It is therefore essential that primary care starts to take steps to reduce car trips to the Primary Care Centre. This Healthy Transport Plan identifies those measures which need to be considered to reduce the reliance on the private motor vehicle. It includes a package of measures designed to change the way that people travel.

The PCT as landlord will undertake a "Staff Attitude to Transport" survey, from which many of the findings and recommendations will be incorporated into our proposed plan.

2 OVERVIEW OF THE CURRENT POSITION

Dr Reid's existing surgery on Church Road has parking provision for 11 cars at any one time. There are, however, no facilities for disabled drivers, patient drop-off or those wishing to cycle to the surgery

Dr Fielding's existing surgery also on Church Road Lytham has parking provision for only 7 cars at any one time. None of these parking spaces are suitable / dedicated for disabled use and there are no facilities for those wishing to cycle to work or patients wishing to cycle.

The Dental facility which is relocating to the Primary Care Centre has no parking facilities at all, nor any facilities which would encourage staff and patients to use alternative healthier means transport.

A number of 'departments' within the primary care centre are relocating from either Lytham Hospital phases 1&2 or Clifton Hospital phase 2, both sites are renowned for their congestion both on site and in the nearby streets.

It should be recognised that a significant proportion of the staff associated with the above are Health Care Professionals, and as such, are classified as essential car users for business purposes.

The majority of the staff currently employed at these sites travel alone to work and this is a clear target for improvement by way of promoting car sharing. There are currently no specific facilities for Cyclists in either secure bicycle lockers or bicycle sheds. As part of the Staff Survey this would be assessed and implemented if there was a clear need for such facilities.

Twin point Access / egress to the new car parks on both the frontage of the Primary Care Centre from Preston Road and also the rear from Boundary Road will be available. Traffic flow to the site will be eased by the improvement works proposed by Kensington Developments which will be submitted in due course to Fylde Borough Council for the upgrading of the junction of Boundary and Preston Roads in association with the wider Lytham Quays development,

On site provision including directional signage, pedestrian routes, lighting and information points will be provided as part of the car park development.

Existing Bus services to the site are reasonably good with bus stops being located on the Preston Road frontage of the site.

Any future increase in bus service would be desirable but would require consultation with the Bus Operators through such forums as identified in Lancashire County Councils Local Transport Plan.

3 BENEFITS OF THE HEALTHY TRANSPORT PLAN

The Healthy Transport Plan

- Will make the new site less congested than those from which services are being relocated and allows easy access for emergency vehicles, 'essential users', vehicles for disabled person, cars in general and cyclists.
- Improves the services provided by providing adequate parking facilities and promoting other forms of travel such as public transport, walking and cycling
- Reduces the need to develop further car parking spaces, which can be both costly and difficult to provide due to limited land available for development
- Will establish good relationships with adjacent neighbours by not having overspill parking on their frontages.
- Helps with staff recruitment and retention as the Occupiers are able to offer solutions for getting to work
- Provides alternative travel options for those staff who do not have access to a car and do not need to travel out from the primary care centre in conjunction with their employment activity.
- Enables staff to live healthier and more active lives and so contribute to health promotion strategies and by providing good examples to others
- Strengthens the environmental performance of the Trust

4 STRATEGIES FOR CHANGE

4.1 Car Sharing

Car sharing must be seen as an appealing first step for the Occupiers in their efforts to reduce the volume of cars needing access to the site. This is because a high proportion of staff travel by car, and some drivers will be more readily persuaded to car share than to switch to bus or bicycle.

As an example, a recent Survey of staff carried out by Blackpool Victoria Hospital NHS Trust results from the "staff attitude to transport" survey suggested that: -

of the 704 car drivers who completed the survey;

274 (39%) said YES to car sharing

320 (45%) said NO to car sharing

64 (9%) said they ALREADY car share

(7%) did not answer the question.

When asked what would encourage staff to car share the most popular responses were the provision of a free taxi if let down by the car driver, and also a more flexible approach to car sharing.

The principle of car sharing was targeted at those staff who live in excess of 10 miles from the Victoria Hospital, and also included those staff who worked in departments where start and finish times were relatively static, e.g. medical records, secretarial and other administrative functions.

Occupiers further actions to encourage car sharing:-

- Wide circulation of leaflets promoting car sharing
- Develop reserved car parking areas for car sharers in prime locations
- Consider holding car sharing events to introduce staff to potential sharers
- Introduce a flexible system that allows car sharing on a part time basis.

Once Staff Survey data has been analysed the PCT would wish to consider setting realistic targets to increase the car sharers programme

4.2 Cycling

Encouraging cycling offers many health benefits for staff. A report by the British Medical Association found an increase in cycling could reduce heart disease and obesity, as well as increasing overall fitness. Cycling can be fast and efficient, yet at the same time only be an option for some staff journeys.

Typically the most popular suggestions for encouraging healthcare staff to cycle to work are:-

- Improved cycle paths on the journey to work
- Workplace lockers for bicycles.
- Changing and drying facilities.
- Secure, protected cycle storage separate to patients cycle area

Further actions to encourage cyclists:-

- Ongoing provision of secure lockers to meet demand
- Establishing a Bicycle User Group (BUG) which will organise cycling events and promote the benefits of cycling
- Forge a partnership with the local council in the provision of cycle routes in the surrounding area.
- Participating in national and local cycling events, e.g. "Bike to work" days.

Potential Targets :-

- To agree a threshold target in Year 1.
- To increase cycling by 5% per annum.

It should therefore noted that the strongest catalyst for improving the urban cycle network will be the implementation of the 'Lytham Quays' development adjacent.

4.3 Public Transport

It is acknowledged that buses are a more popular choice for those staff working in town centre locations. Yet rising numbers of drivers say they would be prepared to use their cars less if public transport were better.

The landlord and occupiers will form close working relationships with Lancashire County Council in an effort to improve local services, but they are mindful of the bus company's business opportunities and the importance of providing bus services that are profitable. It should therefore be considered likely that the strongest catalyst for improving public transport will be the implementation of the 'Lytham Quays' development nearby.

Whilst there are many advantages of travelling by public transport, there are barriers to using the bus, including:-

- Lack of services on desired routes
- Services being seen as slow, infrequent and unreliable
- High fares
- Low status image.

In order for the Trust and Practices to encourage staff to use public transport, it will be necessary to provide information on services available through easy to understand timetables and clear maps which show bus routes to the site.

Encouraging staff to travel to the site by public transport requires a long-term plan. In the short and medium term, however, there are some initiatives which can be introduced to commence this process.

Short term (pre occupation)

- Stage Transport Awareness Days in staff welfare facilities.
- Information of existing and any proposed bus services to be prominently displayed on staff notice boards and consider Website.
- Undertake a bus audit to assess the quality of public transport services to the site, including number and frequency of services, condition of bus stops and shelters, provision of information.

Medium Term (first 12 months of occupation)

- Introduce a bus timetable and map which provides information on bus routes to the site and which is easily available.
- Attempt to persuade transport providers to re-route some more of their buses to service the site.
- Improve key bus routes to the site, offering a seamless service with more direct routes

The quality of services provided needs to improve and this must be driven forward by the bus operators themselves in conjunction with the Local Council and Primary Care Centre occupiers.

Local Authorities need to consider plans for improvements such as bus priority lanes, low floor buses, real time information systems at bus stops, improved bus waiting areas and "through-ticketing" systems.

The Local Council and bus operators also need to address safety fears

Targets

It is difficult to forecast the future usage for public transport. If we are successful in achieving the pre and post occupation plans outlined above, then the occupiers can guarantee there will be some progress made towards encouraging our staff to switch to using public transport, for at least some, if not all, their journeys to the site.

4.4 Walking

The staff survey will include analysis of postcode information to establish staff numbers where it could be considered feasible to walk to work.

Staff members must also feel safe whilst walking about the general area, and this may involve introducing traffic calming methods and improving signage.

Walking along the public highway is in decline and according to national statistics, the average number of journeys walked per person fell by 12% between 1986 and 1995.

Pedestrians desire more convenient and safer facilities, making the environment more attractive for walking. The PCT's would promote the health benefits of walking to work and generally keeping fit for both staff and patients, the latter being done through direct approach by clinicians and also through the display of information and patient questionnaires.

In an effort to encourage more staff to walk to work, we are dependent on the support and example from the Local Council. Changes to policy and the law may well be needed to stem and reverse the decline of walking, eg:-

- Road safety
- Street lighting
- Greater priority to footways
- Improvements to personal security
- Improving pedestrian crossings and traffic calming
- Separate provision for cyclists on footways
- Improving conditions for walking to bus stops
- Traffic law and traffic law enforcements
- Highway design and road maintenance.

Walking will only increase if some of the above issues are addressed, and staff and patients who live locally feel comfortable in switching from either car or public transport to walking.

Targets

- To agree a threshold target in Year 1 post occupation.
- To increase walking to work by 5 % per annum.

4.5 Car Park Management

Local Planning authorities are increasingly restrictive about how much new parking they will allow and controls will become tougher under new transport policy.

The ability to park on the site will be based on job requirements and transport needs and include the following groups of staff:-

- Regular car users particularly those who need a care for clinical work off site
- Staff who have a disability or medical condition
- Car sharers
- Patients especially those with a disability or medical condition, the elderly and those with young children

A recent Acute Trust staff survey asked for the main reasons why staff travel to work by car. The most popular reasons were:-

- Convenience
- Lack of alternative
- Dropping off and collecting children
- Car essential to perform job
- Personal security.

Targets

To contain the number of staff within the existing limits of the car parking at all times and hopefully reduce reliance on the car as the main means of transport.

5 SETTING TARGETS, MONITORING PERFORMANCE, EVALUATING SUCCESS

There are many measures that can be introduced and used to monitor the performance of the Trust in relation to moving towards healthier alternatives.

It is proposed to monitor performance on an annual basis as follows:-

	Year 1 2005/6 (pre-occupation)	Year 1 2006/7	Year 2 2006/7/8
Undertake a staff travel survey • Staff • Visitors	TBC		
Monitor the number of car sharers	TBC		
Total number of existing car parking spaces: • Staff • Visitors • Disabled			
% of staff who cycle to work	TBC		
% of staff who use public transport to work	TBC		
% of staff who walk to work	TBC		
Number of bicycle spaces	TBC		
Number of bicycle lockers	TBC		
Number of buses and trains accessing the site daily	TBC		

This monitoring exercise will be undertaken in June and December of each year and aggregate scores used in an attempt to adjust for seasonal variations, The information arising will be reviewed in the January / February Care Centre management meeting.

This will provide the Trust and the Occupiers with the information required to monitor the progress being made towards achieving the initiatives outlined in the Healthy Transport Plan.

6 PATIENT / VISITOR TRAVEL

Most of the staff travel improvements described so far will also help visitors to the Primary Care Centre. It is, however, important to remember that the primary purpose of many visitors to the Primary Care Centre is health, age or disability related. Therefore, the visitors constitute a special need group as opposed to the 'general public' and due consideration must be given to the needs of these visitors as a whole, and whom for many of which the recommendation of alternative means of transport other than the private motor car may be wholly inappropriate.

Proposals;-

- Promotion of a site location map via the internet and the organisations website.
- Provide well written direction instructions with an emphasis on Public Transport as a first option and motorcar travel as a secondary option.
- Provide secure parking for bicycles conveniently located adjacent to the patient entrance(s)
- Encourage the use of a volunteer driver group scheme, whereby volunteers can collect from home and deliver patients either singularly or more importantly in small groups, and return them afterwards.
- Provide suitably sized, located and signposted parking for disabled persons and parents with small children.
- Provide suitably sized, located and signposted drop off point for patients being delivered by ambulance, driver schemes or friends and relatives. This should be discreet in the interest of patient confidentiality and consideration for their wellbeing.

6.1 Intensification of Services

In response to the Government's NHS Plan the Primary Care Centre is intended as a 'One Stop Shop' offering a range of disciplines and services under one umbrella. This in itself intensifies the use of the building and site, but should reduce the use of the private car by eliminating the roving necessary to source services individually. Furthermore, the facility provides for a Health Port to allow for the docking of diagnostics vehicles to enable patient treatment in the vicinity of the own home, obviating the need for potentially lengthy journeys to district general hospitals or other centres of excellence.

7 TRAVEL IN THE COURSE OF WORK,

Whilst a Healthy Transport Plan concentrates primarily on options for staff and the general public, it is important that consideration is given to the essential users who require transport in order to undertake their work, and to those users who provide a service to the Primary Care Centre.

In addition acknowledgement must be given to clinicians visiting patients away from the centre this is primarily due to the patient's incapacity which override the provision and recommendations of a healthy travel plan, furthermore, in an attempt to maximise clinicians time which in turn reduces car movements, domestic visits tend to be grouped together.

Where appropriate, the nature of the visit being known and within a suitable proximity, clinicians should consider making the visit on foot, by bicycle or other alternative means as may be reasonable, other than the private motor car.

7.1 Teleconferencing



This means communicating with others using video and/or audio conferencing facilities. Whilst a relatively new concept, the occupiers could consider the introduction of video conferencing. This would reduce the need for some of the consultations that take place, particularly with colleagues from other clinical disciplines which in turn will reduce commuting trips.

7.2 Site Services

Staff often bring their cars to work because they are planning to make detours for other purposes, including visiting banks and taking children to school / nursery.

The occupiers may consider relaxing any Internet control policies they may have for the use of on- line banking and shopping facilities during normal working hours. Clearly some form of control will be needed to negate abuse by Internet users.

Whilst these initiatives will not greatly reduce the demand for car parking spaces, they will reduce the number of commuting trips.



8 RAISING AWARENESS

The Healthy Transport Plan will not achieve the desired outcome unless it is widely publicised amongst staff and the general public.

Raising awareness and reporting successes can be achieved by various methods:-

Low cost, easy to achieve methods:-

- Team briefing
- Newsletters
- Circulation of a résumé of the Healthy Transport Plan
- Roadshows
- Local press coverage
- Presentations to managers
- Information for new starters at induction.
- Intranet and Websites.

By using external sources:-

- Participating in National Campaigns
- Supporting Local Council initiatives

The occupiers will look to appoint a travel bid co-ordinator who would be able to allocate the necessary quality time to the various tasks, build up excellent working relationships with supporting bodies, and facilitate many of the projects proposed, eg: car sharing schemes, bicycle user groups.

To drive forward the initiatives outlined in the plan will require time, enthusiasm and commitment from a number of individuals.

The occupiers through necessity will probably have to promote the plan by using existing resources, then it must be recognised that this will have to be carried out alongside many other duties and responsibilities, which in turn may slow down the progress desired.

9 CHANGING THE CULTURE

How do we persuade people to change their travel habits?

This will be achieved over a period of time. It will depend on a number of issues:-

- i. The quality of service offered by alternative transport providers
- ii. Alternative options being cheaper and more cost effective
- iii. Motoring costs reach a level whereby multiple car families are discouraged
- iv. Traffic congestion increases to intolerable proportions.
- v. Parking charges rise to a level whereby alternatives are a cheaper option
- vi. Individuals become more environmentally aware and supportive of friendlier alternatives.
- vii. Government influences through taxation, road tolls etc.

Most of these issues are outside the control of the occupiers. However, there are actions (as outlined in this plan) that can be carried out in an effort to educate and persuade both staff and where appropriate patients alike.

In particular, the occupiers need to:-

- Raise awareness as identified in Section 8.0
- Support local and national campaigns
- Offer incentives to those staff prepared to consider alternatives
- Continue to sell the benefits of choosing healthier transport options

10 WHERE DO WE GO FROM HERE?

The Healthy Transport Plan will be tabled occupiers meetings during 2005. Following approval, consultation would take place with the following groups:-

Establish a Healthy Transport Working Group	2005
Establish a Bicycle User Group	2005
Work will commence immediately on progressing many of the actions by using the timetable for implementation	Ongoing
Performance will be monitored, including progress towards achieving the targets which have been set. Reports will be produced every annually, tabled for the appropriate occupiers management meeting and other interested groups	
The Healthy Transport Working Group will continue to meet on a regular basis to ensure that progress is being made, but more importantly to support and participate in the individual actions	every four months
The Healthy Transport Plan is a working document and will be subject to ongoing reviews. It is proposed that the Plan will be updated and amended in accordance with Government Guidance, Local Council Transport Plans, Increased activity and any new developments	Annual Review

he occupiers must make a commitment to invest resources each year into healthy transport options. This will encourage achievement of the initiatives set out in the timetable below

	When	Who	Cost
CAR SHARING			
Circulate leaflet promoting car sharing	TBA		
Develop additional car parking spaces for car sharers	TBA		
Facilitate a car sharing promotional event	TBA		
Set up a car sharing database	TBA		
CYCLING			
Provision of secure cycle lockers	TBA		
Provision of cycle storage facilities for patients	TBA		
Establish a Bicycle User Group	TBA		
Cycle to work initiatives	TBA		
PUBLIC TRANSPORT			
Stage Transport Awareness Days	TBA		
Provision of information on bus services to the site	TBA		
Undertake a bus audit	TBA		
Encourage more bus services past the Primary Care Centre site	TBA		
CAR PARKING			
WALKING			
Provision of flexible parking arrangements	TBA		
Improvements for pedestrian access across the site	TBA		

12 CONCLUSION

By identifying the benefits achievable through a Healthy Transport Plan, it is hoped that the occupiers will be able to address some of the key barriers to implementation.

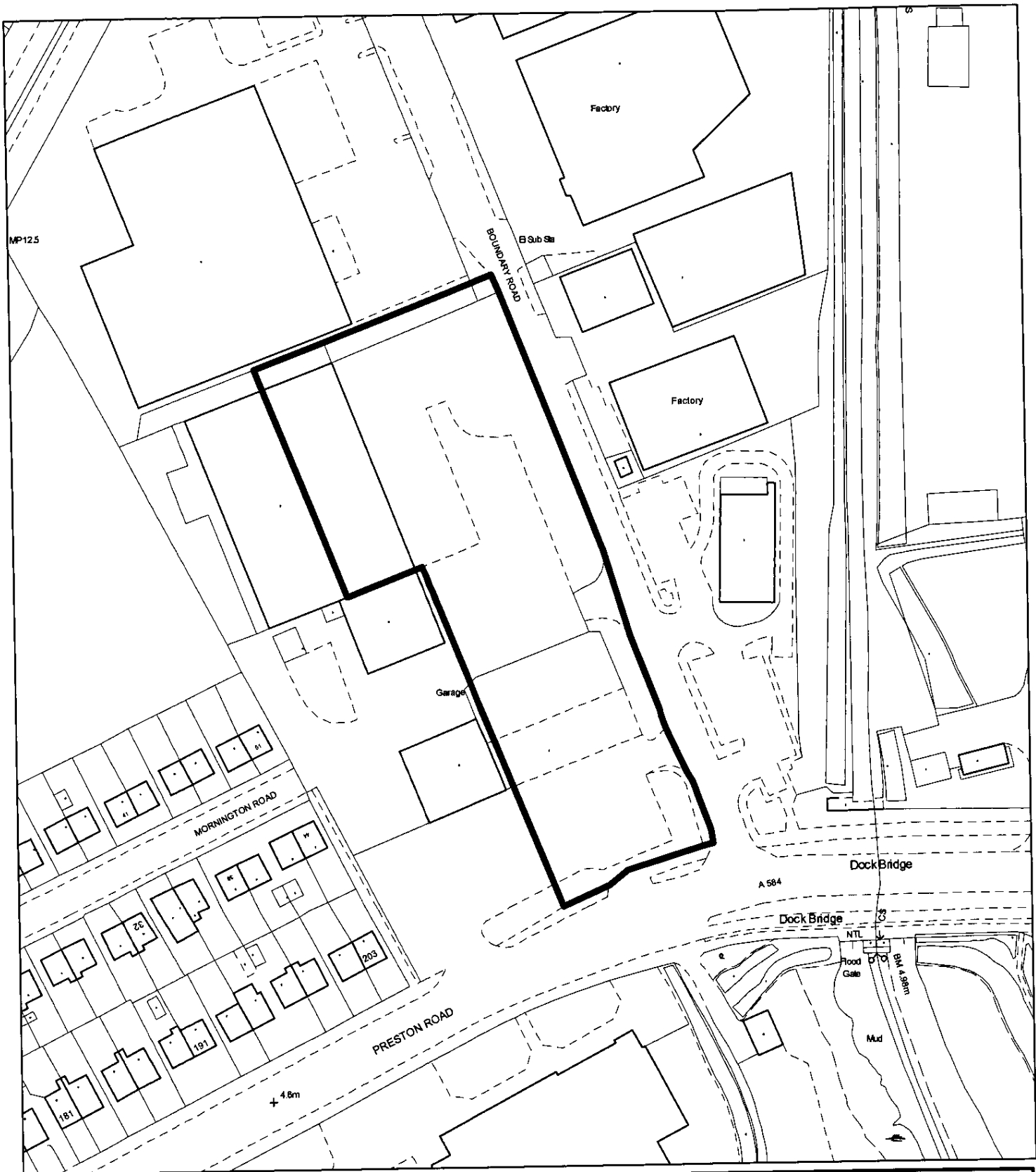
To be successful, Healthy Transport Plans need to be accepted across management and have the support of staff. Changing behaviour is a slow process and people can be unforthcoming when asked to change something they consider to be both convenient and also their right!

Many of the benefits of a Healthy Transport Plan are not easy to quantify. Examples of this include the impact on staff recruitment and retention, and also the image of the occupiers as major employers in supporting the Government's Transport Policy.

The plan must also be seen as having strategic importance in meeting the long-term objectives of the occupiers.

At this present time, the proposals for the new facility do not suggest there will be a parking problem. However, we must look long-term over the next 5 years and accept that future demand can only be met by introducing the "healthier" alternatives as identified in this plan.

F64 Travel Plan 15.3.05 APS



<p align="center">D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council</p>		<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>		
<p>Application No. 5/05/0856</p>	<p>Address Junction Boundary Road/ Preston Road, Lytham</p>	<p>Grid Ref. E.3382 : N.4280</p>	<p>Scale N.T.S.</p>	<p>Item No. 14</p>

Item Number: 14

Application Reference: 05/0859	Type of Application: Full Planning Permission
Applicant: Mr & Mrs Holmes	Agent : Mr C Hewitt
Location: 21 RILEY AVENUE, ST ANNES, LYTHAM ST ANNES	
Proposal: REVISION TO PREVIOUSLY APPROVED APPLICATION 03/907 FOR FIRST FLOOR REAR EXTENSION (RETROSPECTIVE)	
Parish: Fairhaven	Area Team: Area Team 2
Weeks on Hand: 2	Case Officer: Ruth Thow
Reason for Delay: N/A	

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

It is considered that the development does not represent a detriment to the amenities of the occupiers of nearby residential properties and meets the criteria laid down in policy HL5 of the Adopted Fylde Borough Local Plan. Members are recommended to grant planning permission.

Reason for Reporting to Committee

This application is on the agenda at the request of the Ward Councillor. Councillor Caldwell.

Site Description and Location

The application site is a detached dwelling located on eastern side of Riley Avenue. The area is characterised by a mix of detached and semi detached dwellings.

Details of Proposal

This application is a retrospective application for a first floor extension. The site had previously been granted planning permission for a first floor extension of the same size and in the same position but with a ridge height 1.3 metres lower. It was subsequently built with a ridge height 1.3 metres higher to be in line with ridge of the original dwelling.

Relevant Planning History

Application No	Development	Decision	Date
03/0133	PROPOSED FIRST FLOOR REAR EXTENSION	Granted	20/05/2003
03/0907	TWO STOREY REAR EXTENSION	Granted	08/12/2003

Parish Council Observations

St Annes on the Sea Parish Council

None to date

Statutory Consultees

N/A

Observations of Other Interested Parties

None

Neighbour Observations

Numerous letters received from Mrs Bilby at 19b Riley Avenue, comments include:

- The roof height of original application was overbearing. The revised and increased height is even more so.
- Why is extra height required
- plans ill drawn and incorrect
- We think a clever (though doubtless legal) scheme has been pursued by an experienced professional architect and an experienced mature bricklayer/builder

1 further neighbour letter received comments include:

- Appears as 3 storey extension
- Roof tiles do not match
- velux window overlooks, request obscure glass

Relevant Planning Policy

Lancashire Structure Plan:
Policy 2

Fylde Borough Local Plan:
SP1 Development within settlements
HL5 House extensions

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Environmental Impact Assessment

This development does not fall within Schedule I or II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

This property had previously benefited from approval under delegated powers for a first floor extension to the rear elevation. The plans approved showed the height of the ridge to be 1.3 metres lower than the height of the existing ridge of the main body of the dwelling. These plans were approved on 19th March 2003.

The main issue to consider in determining this application is whether the increase in the height of the roof, from that which was approved under application number 5/03/0133, which established that an extension was acceptable in this location, has unduly prejudiced the amenities of the adjacent neighbours.

The applicant subsequently went ahead and built the extension but did not adhere to the approved

plans and built the height of the ridge to be in line with that of the main dwelling 1.3 metres higher. The applicant had also inserted a round window in the gable end, glazed using obscure glazing, and a roof light in the elevation facing onto 23 Riley Avenue.

Following complaints from a neighbour that the extension had not been built in accordance with the approved plans, amended plans were requested. After studying the plans it was considered that the deviation could not be dealt with as a minor working amendment to the approved plans due to the objections received by the neighbouring property and a revised application was requested and received, the subject of which is now before committee.

The application is considered against the same policy as previously used to determine the application, that is Policy HL5 (amended Policy number following the alterations review of the Fylde Borough Local Plan incorporating the Inspector's recommendations - previously numbered Policy HL10), which requires that the development does not adversely affect the street scene and is in keeping with the existing building. In this instance, the development is to the rear of the dwelling and as such does not adversely impact upon the street scene. It is in scale with adjacent buildings at no. 23 and with the existing dwelling.

With regard to the amenities of adjacent and nearby residents the same measurements and calculations are in force. There is 18 metre distance between the extension and the rear boundary, sufficient distance to prevent overlooking to the occupiers of those rear properties. In respect of the occupiers of 19b Riley Avenue the vertical 45 degree rule is applicable. The measurement was taken using the kitchen/dining room window, which faces in a southerly direction, onto the side elevation of the extension at 21 Riley. This being the nearest habitable room. The base of the window cill is at 1.3 metres in height a 45 degree line was plotted to the neighbouring extension, the built extension does not cross the 45 degree line at any point. In fact, the extension notwithstanding any other development control issues, could be substantially higher and still meet the 45 degree line test.

The 45 degree line is supplementary guidance used to determine the potential for loss of light to neighbouring properties. As the extension does not breach these guidelines it not considered to have a detrimental impact upon the occupiers of neighbouring properties by way of loss of privacy, daylight or sunlight.

In terms of whether the increase in height results in an overbearing form of development, the distance of the resultant roof slope to the objector's dwelling is such that the additional increase in height, together with the fact that the roof slopes away from the objector's property, is not so significant so as to cause an overbearing form of development over and above that which has already been approved.

Additional comments received from a neighbour refer to the insertion of a velux type roof light. The height of this window and angle of the window in the roof is such that no overlooking or loss of privacy would be caused as a result of this window.

The development is therefore acceptable in regard to policy HL5 of the Adopted Fylde Borough Local Plan and is recommended for approval.

Conclusions

Giving consideration to the criteria contained within Policy HL5 of the Adopted Fylde Borough Local Plan, the development does not have any undue impact in terms of the street scene nor upon the amenities of the occupiers of adjoining residential premises and is therefore recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995, as amended, no openings or fenestration shall be formed in the side elevation, along the boundary with 19b Riley Avenue with the prior approval of the Local Planning Authority.

REASON FOR APPROVAL

The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

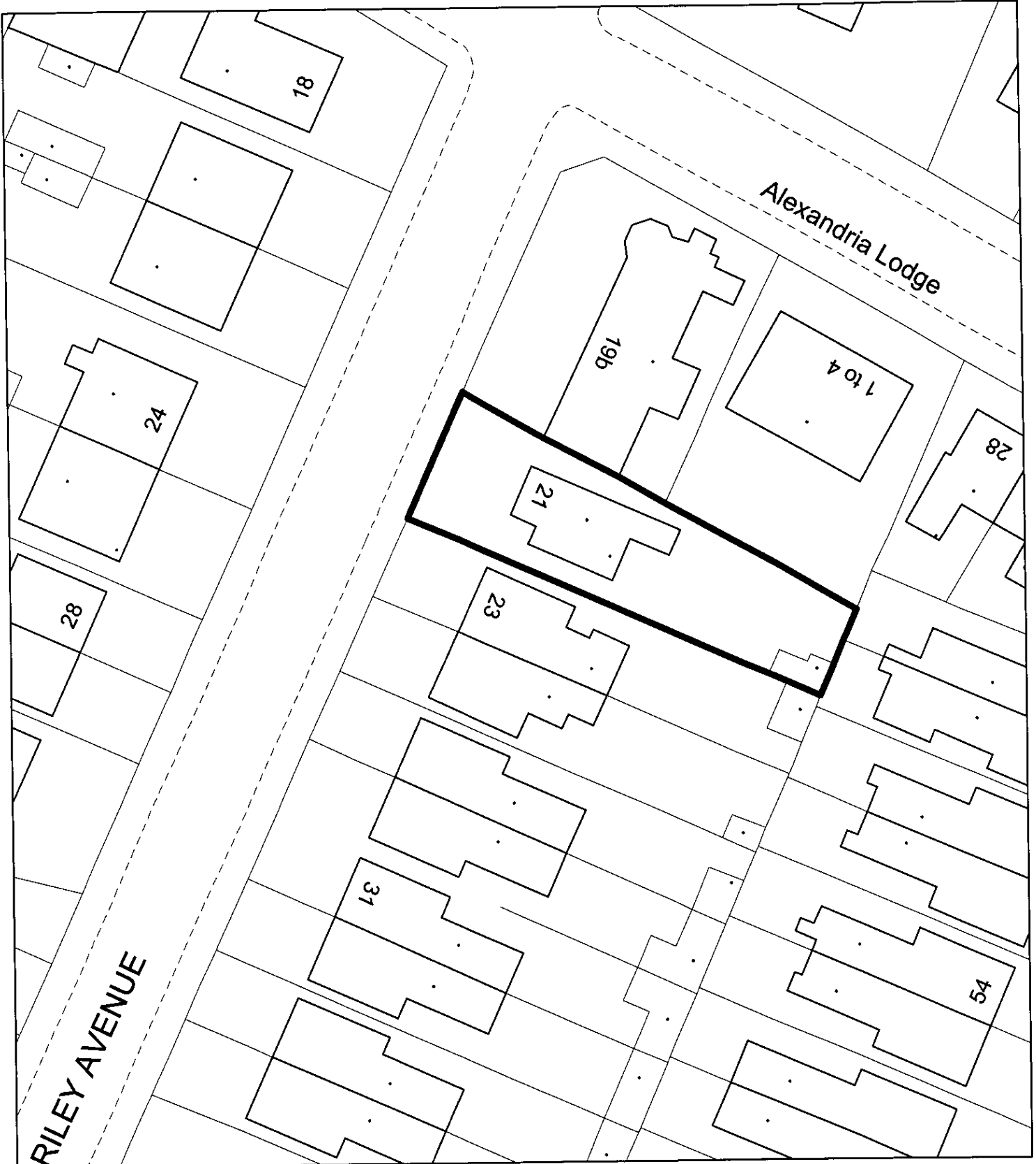
and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: SP1, HL5

Joint Lancashire Structure Plan: Policy 2

PPG's/PPS's: PPS1: Delivering Sustainable Development



<p>D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council</p>		<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p>		
<p>Application No. 5/05/0859</p>	<p>Address 21 Riley Avenue St Annes</p>	<p>Grid Ref. E.3327 : N.4280</p>	<p>Scale N.T.S.</p>	<p>Item No. 15</p>