



FYLDE BOROUGH COUNCIL

Meeting Agenda

**Development Control
Committee
Council Offices, Derby Road,
Wesham
24 May 2006, 9.30a.m.**

Membership

Development Control Committee

CHAIRMAN - Dr Trevor Fiddler
VICE-CHAIRMAN - John Bennett

Councillors	Harold Butler	Councillors	Linda Nulty
	George Caldwell		Barbara Pagett
	Kevin Eastham		Albert Pounder
	Richard Fulford-Brown		Heather Speak
	Peter Hardy		William Thompson
	Howard Henshaw (A.D.K		Colin Walton
	MALAYSIA)		
	Ray Norsworthy		Andrea Whittaker

Contact: Lyndsey Lacey, St. Annes (01253) 658504, Email: lyndseyl@fylde.gov.uk



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

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2. CONFIRMATION OF MINUTES: <i>To confirm as a correct record the minutes of the Development Control Committee meeting held on 10 May 2006 (previously circulated).</i>	4
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2	05/0742	HOSPITAL, DERBY ROAD, WESHAM, PRESTON RESERVED MATTERS ON APPLICATION 5/98/0673 FOR RESIDENTIAL DEVELOPMENT FOR 210, TWO, TWO HALF, THREE AND 4 STOREY MEWS, DETACHED AND APARTMENTS, GARAGES AND ASSOCIATED WORKS.	Approve Subj 106	15
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Development Control Committee Schedule

24 May 2006

Item Number: 1

Application Reference:	05/0648	Type of Application:	Full Planning Permission
Applicant:	F.C Collins	Agent :	Hodder Associates
Location:	THE GABLES, 35-39 ORCHARD ROAD, ST ANNES, LYTHAM ST ANNES, FY8 1		
Proposal:	DEMOLITION OF EXISTING HOTEL, NEW BUILD OF 19, 2 BED UNITS AND APARTMENTS IN 4 STOREY BLOCK, WITH GLAZED LOBBY AND 19 CAR PARKING SPACES. INCLUDING 2 AFFORDABLE UNITS. TO BE DEVELOPED IN CONJUNCTION WITH APPN NO 5/05/0647 - ROCK FACTORY, REAR OF 79-89 ST ALBANS ROAD, ST ANNES		
Parish:	Central	Area Team:	Area Team 2
Weeks on Hand:	45	Case Officer:	Mr M Evans
Reason for Delay:	This application is being placed before Committee for further consideration in order to agree an alternative method of providing affordable dwellings to that previously agreed.		

Summary of Recommended Decision: Approve subject to Sn 106 Agreement

Additional Commentary and Analysis

This application was considered by the Development Control Committee in September 2005 when Members resolved to approve the application subject to the completion of a Section 106 agreement which secured 5 affordable properties on the Gables site which were to be provided on a shared ownership basis. A copy of the report is attached for Members information. The application was linked to and considered alongside a second application relating to the former rock factory site which is proposed to provide all its 16 units as affordable properties (8 affordable rented and 8 shared ownership). The proportion of affordable housing in the overall scheme was therefore considered to meet the 60% requirement set out in exception 3 of Policy HL1 of the Local Plan.

During discussions with the applicant, it has become apparent that the open market value of the properties on the Gables site is such that if these properties were offered on a shared ownership basis, they would not meet the definition of affordable properties.

In order to address the situation, the applicant has offered to purchase 9 market properties within St Annes which will be refurbished and disposed of to a Registered Social Landlord for provision as affordable rented properties.

As this situation is not in line with the original resolution of this Committee, this application is being placed before Members for further consideration. This proposal would still be tied to the development of the rock factory site, but that particular proposal is not affected by the revised proposals.

Members will recall that an application for the development of a site at 68 North Promenade proposed to provide affordable housing on a similar basis and that this application was refused by Members. Although a subsequent appeal was dismissed, the Inspector considered that the principle of providing properties in this manner was an acceptable method of providing affordable properties. However, he concluded that the proportion of the properties to be provided as affordable dwellings should be based on the total number of properties to be provided, i.e. the new build dwellings and those existing properties to be purchased and made available as affordable dwellings.

On this basis, your officers consider that, the applicant will need to secure 12 open market properties and their disposal to a Registered Social Landlord (i.e. an additional 3 properties) in order to meet the 60% requirement. If this can be achieved the package as a whole will meet the criteria set down in exception 3 to Policy HL1 of the Fylde Borough Local Plan (as altered, October 2006).

Discussions have been ongoing between housing officers and the developer in order to secure the additional properties, but this was on the mistaken understanding that only 8 off site dwellings would be required in order to meet the 60% provision. Although the revised scheme of affordable housing would result in the provision of 25, rather than 21 affordable units originally intended taken as a whole, it would result in 56.8% of the development being provided as affordable properties. The requirement for the 3 additional properties required to make up the full 60% has been conveyed to the applicant, however, he has advised that the project is at the limits of financial viability and that they cannot afford to provide the additional units.

Given the current housing oversupply, it is considered that, if the proposal does not fully meet the requirements of Policy HL1, planning permission should be refused. This is unfortunate as the policy will result in the scheme for the 16 affordable houses at the Rock Factory not going ahead as well as the 9 off site dwellings not being transferred to a Registered Social Landlord.

Revised recommendation

That planning be REFUSED for the following reason:

1. The development would prejudice the housing strategy for the North West of England as contained in policies UR7 and UR8 of RPG 13 (Regional Planning Guidance for the North West). In particular, if approved, the proposal would exacerbate an existing situation of potential over-supply of dwellings in the Borough, which would prejudice the ability of the Council to plan monitor and manage the release of land for housing development at the appropriate annualised rate.
2. The development would prejudice the housing strategy for Lancashire and Fylde Borough as contained in Policy 12 of the joint Lancashire Structure Plan, in particular, if approved, the proposal would exacerbate an existing situation of potential over-supply of dwellings in the Borough, which would prejudice the ability of the Council to plan, monitor and manage the release of land for housing development at the appropriate annualised rate.
3. The applicant has failed to demonstrate that the proposal meets any of the criteria laid down in Policy HL1 of the Fylde Borough Local Plan (as altered October 2005) which outline exceptions to the general policy of restraint of housing development; or that there are other material considerations that would override the quantitative issue of housing over-supply. The proposed residential development would, therefore, exacerbate the current oversupply of housing land.

- 4 The applicant has failed to demonstrate that the development of this brownfield site is necessary having regard to the housing requirement contained in the emerging Joint Lancashire Structure Plan, the existing level of committed planning permissions for housing, and the availability of previously developed sites within the Borough to accommodate residential development. Accordingly the proposal is contrary to the provisions of Planning Policy Guidance Note 3: Housing and the emerging Joint Lancashire Structure Plan (2001 - 2016).

The application was originally reported as follows:

Summary of Recommended Decision: Approve subject to Sn 106 Agreement

Summary of Officer Recommendation

This application proposes residential development within St Annes in a town centre location close to all amenities. The development is for an apartment block on the site of an existing vacant hotel building. The site is located in a prominent position at the junction of Richmond Road and Orchard Road. Your officers opinion is that the development of the site for a 4 storey apartment block is acceptable on the site and is therefore recommended for approval subject to the signing of a section 106 agreement linking this development to the one at the Rock Factory, also on the agenda, (5/05/0647) and the provision of affordable housing.

Reason for Reporting to Committee

The application is a major one for which the Built Environment Manager has no delegated authority to determine.

Site Description and Location

The Gables site is on the corner of Orchard Road and Richmond Road, within the St Annes town centre area and close to all amenities. It is also a transitional site in that it is located prominently between the quieter residential area to the Southeast and the commercial area to the Northwest. The commercial buildings opposite dominate the site itself but in terms of the scale of adjacent properties it sits well in its environment. Orchard Road and Richmond Road in terms of their appearance are principally late Edwardian Streets and present a rhythmic form of development consistent with the fashion of the times. As stated earlier the building in situ is vacant.

Details of Proposal

The proposal is for the construction of a modern block of 19 apartments. The development is full 3 storeys in height with a recessed 4th storey element on top. The proposed building would be a landmark building holding the corner of Richmond Road and Orchard Road. In terms of its scale and massing it reflects the different characters of modern commercial buildings opposite the site whilst preserving the rhythmic qualities of Edwardian properties along Orchard Road. 19 car-parking spaces are provided served from an access off Richmond Road.

Relevant Planning History

None

Parish Council Observations

St Annes Parish Council –

Wish to object to the application on the following grounds:

The principle of residential redevelopment is acceptable. However, the development proposed is unacceptable. It is out of keeping within the character of the surrounding area and does not respect

the distinctive gabled appearance of the existing building. Further, it is inconsistent with the Borough Council's own nearby 'Victorian' regeneration principles.

The car parking provision is wholly inadequate. The on-street position in the surrounding streets is chaotic at the present time.

Statutory Consultees

County Highway Authority –

The parking provision is slightly better than the Coastal Candy Rock Factory site at 100%, but given the size of the apartments I would prefer to be levelled at 1.5 per apartment.

I receive numerous complaints about the lack of parking space on Orchard Road and a development of this size will only add to the local problems.

The parking standards dictate 1.5 spaces in areas of high accessibility and given that there is no alternative space available locally this is not unreasonable.

County Planning Officer -

Thank you for your letter of 3 August 2005 requesting strategic planning observations on the above planning application.

I have assessed this application with regard to the adopted Joint Lancashire Structure Plan 2001-2016 (JLSP).

The Director of Planning considers the proposed development to be contrary to Policy 12 of the JLSP.

Housing

Policy 12 of the JLSP requires an annual average provision in Fylde of 155 (775 dwellings 2001-2006). Total completions for 2001-2005 at 31 March amounted to 1,017 dwellings, while outstanding permissions numbered 1,307 dwellings. Therefore, there are sufficient residential planning permissions to meet housing requirements until 2006, including a further potential supply to last until 2016.

I have concerns that development of these sites for housing would exacerbate the Borough's current housing overprovision. Paragraph 6.3.13 of Policy 12 (JLSP) addresses the issue of affordable/special needs housing in situations of housing over-supply. This states that "where there is a significant oversupply of housing permissions, planning applications for further residential development may not be approved unless they make an essential contribution to the supply of affordable or special needs housing or form a key element within a mixed use regeneration project".

I refer to your e-mail dated 12 August 2005 and attached copy of the Inspector's draft report following the Public Local Inquiry into the Alterations Review of the Fylde Borough Local Plan. I note that the draft report may be treated as being in the public domain. I also note the recommendations of paragraph 3.1.22 of the Inspector's Report that "at least 60% affordable housing should be provided on sites in Lytham St. Annes.

I note that the description of this application from your letter states that the proposals are to be developed in conjunction with application no. 05/05/0647. The proportion of affordable housing arising from both of these applications combined would be just over 50%.

In view of the recommendations of the draft Inspector's Report, I consider that the proportion of affordable housing proposed would not be sufficient to satisfy the requirements of paragraph 6.3.13 of the Explanatory Memorandum to Policy 12

(JLSP).

Transport

The application states that the proposed development would include provision for 19 parking spaces. This level of parking would conform with JLSP 'Parking Standards'. Parking for the mobility impaired should be made at a minimum level of 1 per 10 parking spaces as part of overall provision. Provision for bicycles should be at a minimum of 1 per 10 spaces and there should be provision for at least 1 motorcycle space.

Conclusion

In conclusion, based on information supplied to the County Council regarding the current housing situation in Fylde, and in the absence of information to justify any over-riding consideration in support of the proposal, I conclude that the development proposed is contrary to Policy 12 of the JLSP.

You should contact the Director of Highways and Environmental Management if you require detailed landscape, ecology, archaeology or highway design comments to this application.

United Utilities

No objections to the proposal.

Observations of Other Interested Parties

Lytham St Annes Civic Society

The redevelopment of this site could lead to a creeping change of use of sites in this area. This is a prominent corner site and a key feature of the area. The present building is of the traditional gables type which gives individual character to St Annes. Its possible loss is to be regretted.

With regard to the building design, it is a strong modern design but the scale of the elevation along Orchard Road is too dominant in relation to its neighbours. Even though the elevation is brown down into 'bays' - the overall 4 storey height is too great adjacent to 3 storey Victorian dwellings. If given permission, the elevation should be no more than 3 storeys.

Neighbour Observations

18 letters of objection received on the following grounds:

1. out of character
2. increased traffic and parking
3. loss of light
4. 4 storey's too high
5. over-intensive
6. overlooking
7. loss of traditional building

Relevant Planning Policy

Lancashire Structure Plan:
Policy 12

Fylde Borough Local Plan:

Policy SP1

TREC 17

Policy HL1, HL2 and Policy HL6 of the composite Revised Deposit Draft of the Housing Chapter of the Fylde Borough Local Plan.

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPG3 Housing

PPG 13 Transport

Circular 6/98 Affordable Housing

SPG: Residential Development in Fylde.

Regional Planning Guidance 13, Policies UR7, UR8 and UR9

Fordham Housing Needs Survey

Lancashire CC SPG Access and Parking

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 should be considered in conjunction with the application for the Rock Factory (5/05/0647) also on this agenda, in that the Rock Factory site is providing the off-site affordable housing provision for this site.

Policy issues

Members will already, by the time of the meeting, be conversant with the main implications of the Inspectors recommendations on the Housing chapter of the Fylde Borough Local Plan. The issue of the level of affordable housing and how it is provided is considered and the level of affordable housing to be provided is changed from the majority of the development to at least 60%. The Inspector also comments on the issue of „off-site“ provision and recommended amendments to the text to clarify the situation. The text has been modified and states the following.

"In some instances, provision of affordable dwellings on a separate site, but within the same sub area of need (as defined in the Housing Needs Survey), and similarly meeting HL1(3) terms as previously developed land within the settlements of Lytham St Annes or Kirkham/Wesham, may be appropriate in principle. It would be essential that provision of the affordable housing and the linking of the proposals were satisfactorily controlled by a legal agreement. The Council considers that such proposals would fall within exception3 since provision would be made „within the (overall) scheme"

The result of this change to the text is that it is now clear that provision of off-site affordable housing as part of a wider scheme is clearly within policy and in principle is acceptable. The applicants planning consultant has submitted a justification also to demonstrate the provision of affordable housing on a separate site. This is appended in full to the report.

Your officers have also taken into account all other policy issues set out above in the report. The development proposed is consistent with the main aims and objectives of other policies in the plan and complies with all other guidance and advice.

Design Considerations

The Gables site is on an important and prominent junction and can be viewed from a number of perspectives. The design of the apartment block is unashamedly modern in terms of its overall appearance. However, the design is respectful to both its environment and to the general design ethics of close by traditional properties. There are two very good examples, which illustrate this fundamental point.

The palette of materials being proposed is consistent with the older properties adjacent to the site. Red brick walls with render interfaces are augmented by timber fascia boards in the old properties and by sun louvres in the new building. The top level of apartments is clad in a mixture of glass and dark metal. These apartments are recessed and give the impression of a definitive roof space visually linking the development to the traditional roofs of the neighbouring properties.

Secondly the scale and massing of the proposed apartment block closely resembles that of the adjacent properties. This is clearly illustrated by the submission of perspectives, which show the visual link between the old and the new. By maintaining traditional ceiling heights the floors line through the comparable floors of the adjacent properties presenting a similarity of scale and context. The lightweight glass and metal storey sits atop the 3-storey brick base and presents itself as a credible alternative to a traditional roof slope. An amendment to the original plans sets the lightweight structure at the top away from the property on Orchard Road. Officers were critical of the heavy relationship at this point and subsequently the plans were amended to reduce the impact.

Your officers overall view on the design of the proposal is that it certainly won't be to a lot of people's taste. However the proposal has been considered by the Councils internal design panel and the view is that the proposed development presents a quality design solution to compliment the local environment. The design philosophy takes into account the local character of the area and in terms of the materials and scales of the new development officers consider the proposal is acceptable.

Other considerations

Members will see from the response from the County Highway Authority that there are concerns regarding the level of car parking. However the County Highways views are inconsistent with County Planning's views and there own Supplementary Planning Guidance. The site is in a town centre location and close to all amenities and major public transport routes. It meets all the elements of a suitable and sustainable development.

Officers are satisfied that despite the concerns expressed by the owners of some neighbouring properties, the proposed development does not in any significant way impact on the general amenities of adjacent buildings or their occupiers.

The concerns expressed by the objectors are perfectly understandable, but officers consider that they do not constitute a justifiable reason to reject the development.

Your officers have taken into account all consultation responses and all material considerations in coming to their recommendation.

Conclusions

On the basis of the submitted plans and the linkage of this application to the development of the Rock Factory site by means of a legal agreement under Section 106 the proposal is considered acceptable and thus recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions and a Section 106 agreement:

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. Notwithstanding any denotation on the approved plans samples of the roof treatment and wall cladding [both inclusive of 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.

Such details are not shown on the application and must be agreed to ensure a satisfactory standard of development.

3. Notwithstanding any denotation on the approved plans Samples of facing brickwork [including details of mortar colour], 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. 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.

5. Details showing the design of all windows shall be submitted to and approved by the Local Planning Authority before development is commenced. The windows shall thereafter be retained in their approved form.

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

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. The building[s] shall not be occupied until a means of vehicle access has been constructed in accordance with the approved plans.

To secure a satisfactory standard of development.

8. 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 artefacts 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.

9. 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.

10. 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.

11. Prior to the commencement of the development full details of the means of foul sewerage and surface water treatment and disposal shall be submitted to and approved by the Local Planning Authority; the facilities shall be fully installed on site to satisfactory working order prior to the occupation of the first dwelling on the development.

To ensure satisfactory sewage treatment and surface water disposal on the development site.

12. This consent relates to the revised plan[s] received by the Local Planning Authority on the 18/8/05.

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.

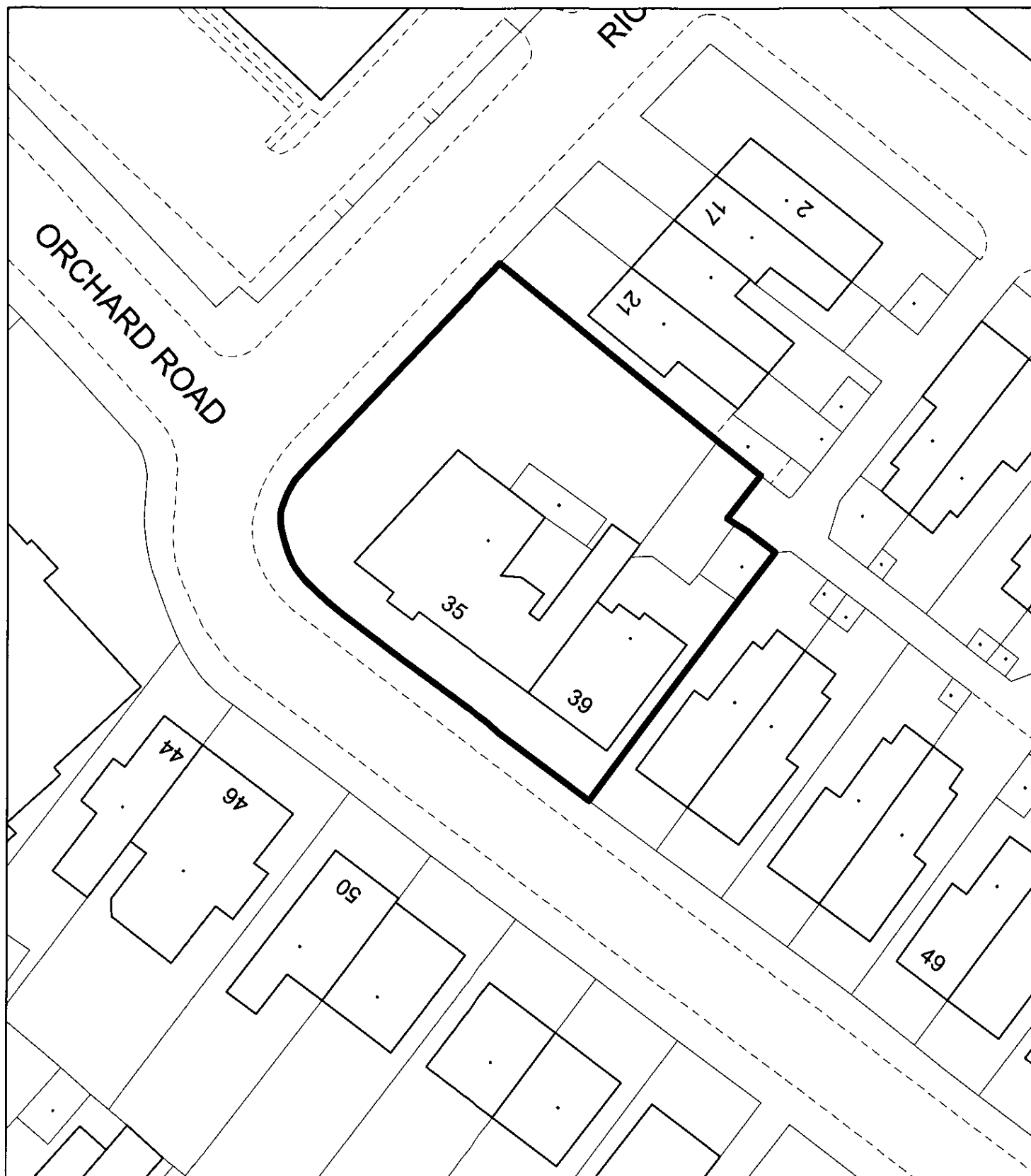
and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: SP 2

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1,PPS 7



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

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Application No.

5/05/0648

Address

35-39 Orchard Road
(The Gables), St Annes

Grid Ref.

E.3322 : N.4286

Scale

N.T.S.

Item No.

Item Number: 2

Application Reference:	05/0742	Type of Application:	Approval of reserved matters
Applicant:	Fairclough Homes	Agent :	
Location:	HOSPITAL, DERBY ROAD, WESHAM, PRESTON		
Proposal:	RESERVED MATTERS ON APPLICATION 5/98/0673 FOR RESIDENTIAL DEVELOPMENT FOR 201, TWO, TWO HALF AND THREE STOREY MEWS, DETACHED AND APARTMENTS, GARAGES AND ASSOCIATED WORKS.		
Parish:	Medlar with Wesham	Area Team:	Area Team 2
Weeks on Hand:	38	Case Officer:	Mr M Evans
Reason for Delay:	Staffing shortages and due to the need to secure improvements to the originally submitted scheme.		

Summary of Recommended Decision: Approve Subj 106 or other appropriate mechanism

Additional Comments since consideration at the 10 May Committee meeting.

This application was considered at the last meeting of the Development Control Committee when the consideration of the proposal was deferred to allow further discussions between the developer, the Town Council, the Chairman and Vice Chairman of this Committee and officers.

The discussions have resulted in a number of amendments to the scheme in order to reduce the height of the proposed flats backing onto Alexandra close from three to two storeys. As a result of this amendment a block within the site has been increased from two to three storeys, but this is adjacent to other blocks that were originally proposed as three storey units and will be viewed in relation to the existing hospital buildings which are of a substantial size themselves. As such this aspect of the proposal is now considered acceptable.

At the time of writing this report, discussions are ongoing with the Town Council in order to address their concerns in regard to the omission of the car park that was secured by way of a section 106 agreement when the outline planning permission was granted. The outcome of these discussions will be reported to Committee.

Following revisions to the scheme prior to consideration at the last meeting of the Committee, the following observations were received:

Medlar with Wesham Town Council

The additional comments by the Town Council should be read in conjunction with their earlier comments

- There should be a split access to the site.
- The public car park should be retained
- Considerable improvement has been made to POS, however, POS6 should be utilised more effectively as an area for the youth of Wesham
- POS2 has been improved to address the issues raised.

- An additional footpath link should be provided along the “brick wall” boundary of the church yard to the school
- Concerns remain over the footpath serving the community centre
- Revised density and design is considered acceptable

Neighbouring Residents

Thirteen additional letters and e-mails have been received making the following observations in regard to the amended plans:

- The period of time available for comment on the revised plans is insufficient
- Plans were not available to view following the receipt of letters by local residents
- The application should be adjourned to allow local residents additional time to comment
- The proposed revisions are not clear
- The layout of the scheme is still extremely dense
- There is inadequate infrastructure in the locality
- Additional traffic congestion, at an already congested junction, due to inadequate access points on Derby Road
- Drivers will use Mowbreck Lane if Derby Road/Station Road is congested
- Potential traffic safety issues for users of Mowbreck Lane and Station Road and the position of the mini roundabout close to the pelican crossing
- Derby Road suffers from on street parking
- The County Council’s assessment of the application is based on a document funded by the developer and assesses only congestion not safety
- Three storey and two and a half storey properties are not appropriate to this semi-rural site
- Loss of tree cover and habitat, especially the pond
- English Nature should be consulted on the loss of the pond.
- The children’s play area on Mowbreck lane is potentially unsafe as the footpath along the lane is too narrow
- The POS on Mowbreck Lane is too remote and simply allows for greater density of development
- Poor footpath links to POS
- People driving to the open space by car will park on the verge
- Potential access for burglars via the open space
- There is already ample affordable housing in the area
- Lack of services such as schools, doctor’s surgeries and dentists
- Christ Church will not allow the boundary wall to be lowered as indicated on the plans
- Future maintenance responsibilities for all boundaries should be confirmed
- Further review of the layout is required as some of the proposed properties are in poor locations and interfere with visibility
- The access to Wyre Street is over private land which is not a highway

An additional letter was received withdrawing the writers previous letter as the revised plans take account of previous concerns, but still commenting on the potential increase in traffic

Additional Comment and Analysis

Deferral of the application has allowed for consideration of a number of further amendments in response to concerns of local residents. It has not been possible to accommodate all the concerns raised, however, the revised scheme has addressed the majority of the concerns of local residents. The density of the development and the access appear to remain the primary concerns that have been relayed to the authority. The density is in line with national policy guidance and given the close proximity of the site to the railway station and bus routes it is considered appropriate to develop this

site towards the higher end of the recommended densities.

Unfortunately, there is a restrictive covenant on the land adjacent to Mowbreck Lane which means it is not possible to access the site via this route. The Highway Authority have also raised no objections to a single access point.

The application has been amended in order to indicate the open space on Mowbreck Lane as an area of informal open space rather than the picnic site originally proposed. This is considered to be the best utilisation of this area of land as any formal laying out of this area could result in disturbance to the existing neighbours. There is adequate access to this area along the footpath that serves Mowbreck Lane and the scheme incorporates a number of alternative footpath routes that will allow safe access across the site to the school, church and community centre.

The proposal to infill the existing pond on the site appears to have generated mixed views locally. A number of respondents support the infilling of the pond on safety grounds whilst others are concerned about the loss of the wildlife habitat. On balance it is considered by your officers that the infilling of the pond is acceptable.

A condition has previously been suggested that would control any alteration to existing boundaries. It would not be possible for the developer to alter any boundary wall in joint or separate ownership without the consent of that third party

The application was reported as follows. Conditions that were incorporated in the late observations schedule at the last meeting have been incorporated into the report.

Summary of Officer Recommendation

Please note: The outline planning permission granted in respect of the Wesham Park Hospital site did not include two areas of land adjacent to the Day Care Centre or the area of open space on Mowbreck Lane. (see plan attached to application 05/0743) As such a separate full planning application has been submitted in regard to these parts of the development. The details of each application are set out in the separate reports below, however, as the development will eventually be seen as a whole, all the relevant issues are considered in this report.

This application relates to the approval of reserved matters in regard to an outline planning permission granted in October 2003 together with an additional area of land. The layout of the site and house types have been amended considerably since first being submitted. The applicants are also offering affordable housing in line with the levels set out in the outline planning permission (40%). The application is now considered to be acceptable and Members are recommended to approve the application.

Reason for Reporting to Committee

Due to the major nature of the application.

Site Description and Location

This application relates to the development of that part of the grounds to Wesham Park hospital that are located to the north and west of the existing hospital buildings. The site is bounded by existing residential development, the community centre and grave yard to the west, Mowbreck Lane and the day care centre to the north, further residential development to the east and the Hospital buildings and Derby Road to the south. The site, which extends to an area of 5 ha, is relatively flat with a number of groups of mature trees and a pond towards the north east corner. The majority of the site was previously used as a car parking area.

Details of Proposal

Application 05/0742

Erection of:

112 open market dwellings

80 affordable dwellings (40% of the total development including the properties proposed under application 05/0743)

Creation of areas of public open space within the site.

Off site highway works at the junctions of Station Road and Derby Road and the site access.

Application 05/0743

Erection of:

9 open market dwellings

Creation of an area of public open space off Mowbreck Lane

Relevant Planning History

Application No	Development	Decision	Date
04/1032	CREATION OF STAFF CAR PARK AND REVISED SERVICE ACCESS	Granted	21/03/2005
05/0743	RESIDENTIAL DEVELOPMENT FOR 8 TWO & TWO HALF STOREY MEWS & DETACHED HOUSES, GARAGES & ASSOCIATED WORKS	Current application	On this agenda for determination
98/0673	OUTLINE PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT (LAND FRONTING MOWBRECK LANE)	Granted	08/10/2003

Parish Council Observations

Medlar with Wesham Town Council

N.B. - The Parish Council made a very in depth analysis of the application and their comments are attached to this report.

The Parish have been consulted on the revised plans and any further comments will be reported to Committee.

Statutory Consultees

Environment Directorate

Comments are attached

United Utilities - Pylons, electric sub stations

Comments are attached

The Built Environment Unit - Housing

The application provides 40% of the properties as affordable dwellings in line with the requirements of the policy at the time the outline permission was granted. Discussions with the developer and a local housing association have resulted in the provision of a mix

of dwelling tenures that is appropriate for this site. Subject to securing these properties no objections are raised.

Observations of Other Interested Parties

Wesham C of E School

Comments are attached.

Neighbour Observations

Neighbouring properties have been extensively consulted on the original plans and subsequent revisions. Any comments made in regard to the latest revised plans will be reported to Committee. The following comments were made in regard to the originally submitted plans:

54 Letters of objection have been received objecting on the following grounds:

- Additional Traffic, congestion and pollution
- Increased traffic using Mowbreck Lane as an alternative exit
- Access to Mowbreck Lane should be prevented by blocking off Park Lane
- The mini roundabouts will not cope with the extra traffic
- There should be more than one access to the site
- Public transport is poor
- There is no longer any public car parking proposed which will add to on street parking
- Disturbance from extra pedestrians and traffic passing existing properties
- Disruption during construction
- Lack of sewerage and drainage capacity
- The POS on Mowbreck lane should not be included as it simply increases the density of the remainder of the site and will lead to nuisance in the future and possible access for burglars and vandals.
- There is no need for another playground
- There are too many houses proposed at too high a density
- The number of properties exceeds that indicated in the local plan for this site
- There are no new amenities such as schools or health care facilities proposed as part of the development
- The scale of development will result in the loss of Wesham's character
- The proposal includes 40% social rented property which may result in anti social behaviour
- Any affordable housing should be made available only for local people
- There is already sufficient social housing in Wesham
- Overlooking of adjacent properties, particularly from 3 storey apartment blocks
- Loss of light to neighbouring properties
- 3 & 4 blocks are not in keeping with the area
- Proximity of dwellings to the site boundary
- Loss of environment
- Loss of trees
- Too much hard surfacing is proposed
- Loss of existing boundary walls and fences
- Retention of poplar trees could give problems in future

Relevant Planning Policy

Fylde Borough Local Plan:

Policy SP1: Development within Settlements

Policy HL1: Housing

Policy HL3: Affordable Housing
Policy TREC17: Public Open Space

Joint Lancashire Structure Plan:

Policy 1: Principal Urban Areas
Policy 12: Housing

Other Relevant Policy:

PPS1: Delivering Sustainable Development
PPG3: Housing
PPG17: Planning for Open Space

Environmental Impact Assessment

As this is an application for approval of reserved matters, this application does not fall within the scope of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999.

Comment and Analysis

The principle of developing this site for residential development was established with the granting of outline planning permission in 2003. This application seeks approval of the reserved matters in regard to all reserved matters.

Affordable Housing

In accordance with the condition imposed on the outline planning permission 40% of the proposed dwellings will be provided as affordable properties in a mixture of shared ownership and affordable rented tenures. The mix of these tenures and the market housing has been carefully considered in order to avoid any potential social problems in the future. As such there will be no physical differences between the affordable and the rented properties. Discussions are ongoing with a local housing association to take over and manage the affordable dwellings.

The Planning Officers Society has recently published a best practice guidance note which seeks to secure affordable housing through a condition requiring a Section 106 agreement, rather than requiring an agreement to be completed prior to the decision being released. The feasibility of this process is currently being investigated to see if it is appropriate for this particular scheme. If Members are minded to approve this application, they are requested to allow officers to secure the provision of affordable housing by the most practical method.

Density

The two applications propose 201 dwellings at a nett density of 36.59 dwellings per hectare. Although being in excess of the numbers originally identified in the local plan when this site was allocated for residential development, the density is in line with the 30-50 dwellings per ha standard which has since been established in PPG3.

Public Open Space Provision

The application includes the provision of 1.73 ha of public open space. Based on the standards laid down in Policy TREC17, a development of this size should provide for 1.13 ha of open space. Although the proposal contains more open space than required, part of this is remote from the site on Mowbreck Lane. Given that the revised layout includes significant elements of open space, it is considered appropriate to accept this “off site” provision in this instance. The plans indicate this area as being a formal picnic area. However, given the location of this land to the rear of existing

properties and the potential for future nuisance, it is considered that this area would be better utilised as a more informal area of open space.

Access and Public Car Park Provision

Members will recall that the outline planning permission was granted subject to a requirement that a public car parking area be provided close to the junction of Derby Road and Station Road. Since that time the number of shops in the vicinity has declined and it is considered that the car park would have negligible use if it is formed. The benefits of securing additional open space within the development, the improved urban form of the site frontage onto the Derby Road and the additional contributions to other highway improvements are considered adequate compensation for the loss of the car park. As the car park was secured by means of a S106 agreement, it will be necessary to vary that agreement.

The highway authority have raised no objection to the omission of the car park and they are also content that the proposed access arrangements will have adequate capacity to serve the site.

The outline planning application has previously secured a financial contribution towards the construction of a new roundabout at the junction of Weeton Road and the Bypass.

Urban Design Considerations

The layout and design of the development has also developed considerably since the application was originally submitted and has been developed in a manner which reflects the character of the site and the surrounding. As a number of the hospital buildings will remain, this feature in addition to the surrounding development, has had a major bearing on the site design solution for this site. Much of the development will be screened from surrounding roads by frontage development apart from Derby Road and Mowbreck Lane.

The final layout has been the subject of protracted discussions with the developer and now takes account of a number of key design principles. The key elements are:-

- a fixed access point;
- constraints set by surrounding development in the context of Wesham;
- street pattern and open space;
- building groupings and visual structure;
- landscaping;
- elevational treatment and
- other matters;

Access to the site is by way of Derby Road. However, to maximise links from the site and to integrate the development into the surrounding area, pedestrian access points are to be provided at Wyre Street, by the Cemetery (to the Community Centre) and to Mowbreck Lane. Whilst the vehicular access point is restricted to one location, the pedestrian access/egress points are desirable and will provide for a number of routes to and from the development.

Relationship to surrounding development – the layout as it has emerged, and the relative scale of elements of the development, have been influenced by off-site buildings which abut the site. In essence, the terraced form of development close to Derby Road and Garstang Road North, for example, is two storeys.

Similarly, the development to the east of the site is to be two storeys as this will adjoin detached dwellings developed in the 1990's. The existing hospital buildings which also frame the site are the equivalent of three/four storeys and, as a result, the opportunity has been taken to increase the height

of the development abutting this area. The scale of development, therefore, satisfactorily relates to that surrounding and would, for the most part be concealed from public highways, by it.

Street pattern and open space – the single point of access, in addition to the shape of the site (including the constraints of surrounding development) has had an impact on the layout of the site. However, faced with advising the development on the appropriate layout (street pattern), account was taken of the relationship with surrounding buildings and the traditions of layout within the area. It has been desirable, over such a large site, to break down the development into smaller component elements. Consequently, the area closest to Derby Road has a ‘tighter’ layout, whereas that nearer to the detached properties to the east contains lower – density detached dwellings. The development falls into three/four groupings which is far preferable to one of an anonymous sprawl across the site.

Open space is included within the site and, at the request of the Town Council (with which officers concur) an area of open space is included close to Wyre Street. Following this request, adjustments to the layout has resulted in a large wedge of open space which will help sub-divide the development into more attractive areas. Additional open space is provided at the Mowbreck Lane end, which will help integrate the development with the open landscape beyond.

Building groupings – the layout generally contains two, two-and-a-half and some three storey elements. In general terms the ‘higher’ development is located towards the centre of the site to provide a more attractive form of layout it will be essential to use materials, elevational details and landscape to provide identifiable groups. Some of the blocks have been positioned to provide ‘gateways’ into side roads (off the main spine road) and other buildings positioned to provide focal points. With the careful palette of materials it will be possible to create distinctive groupings within the overall layout.

Landscaping – should be seen as an important element of the layout, not as an afterthought. The ‘structural’ elements are the open spaces, referred to in the preceding sections of this design response. The open space around Wyre Street, to include the retention of the mature trees, will form an attractive setting for the development and the lowering of the boundary wall will provide a more ‘open relationship’ with the surroundings. Opportunities have been taken to provide incidental areas of open space at road inter-sections. The use of dwellings with frontage driveways reduces the opportunity to include large areas of frontage landscaping though some groupings are accessed from the rear and more frontage landscaping can be included. Sufficient space is provided to introduce tree planting to form ‘avenues’.

Elevational treatment – many of the housing elevations are ‘standard’ to the company although additions have been included in some instances. It will be important to control the use/colour/texture of materials, within specific areas.

Other matters – important corner plots will require wall to enclose garden areas – not screen fences. Side/rear elevations will require ‘front treatments’ and shared spaces for vehicles/pedestrians will require paving rather than a macadam finish.

Conclusion – protracted negotiations and amendments to the layout now result in a scheme which is acceptable in the view of the design panel. Improvements have resulted from a reduction in the number of dwellings proposed on this site. A number of details require resolution such as materials (a restricted palette is required and a single colour for roofs). If all detailed matters are resolved, this development will integrate satisfactorily into the wider development of Wesham.

Other Matters

The revised application has also resulted in the existing pond at the northern end of the site being infilled. This pond had previously been identified as a potential safety issue as it is in close proximity to an area of land which must be retained as open space as a result of a covenant on the land. As such

the loss of this feature will need to be compensated for through the introduction of additional planting areas.

Conclusions

In conclusion, the development of the site is proposed in a manner which has had due regard to the constraints and opportunities offered by the site. The affordable housing is an acceptable mix as set out in the outline permission and, although part of the public open space is outside the boundary of the original planning application, the overall package is in line with the requirements of Policy TREC17.

Recommendation

That Planning Permission be GRANTED subject to the completion of a Section 106 agreement to secure a scheme of affordable housing which shall include:

- i. The numbers, type and location of the site of the affordable housing provision to be made;
- ii. The timing of the construction of the affordable housing;
- iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
- iv. The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.

and requiring the provision of a car parking area and subject to the following conditions:

- 1 This consent relates to the revised plan[s] received by the Local Planning Authority on the 26 April 006.

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

- 2 Notwithstanding any denotation on the approved plans Samples of facing materials [including details of mortar colour as necessary], 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.

- 3 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 syvicultural 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.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hatched green on the approved plan any building, wall, fence, hedge, tree, shrub or other device higher than one metre above carriageway level.

To ensure adequate visibility at the site access

- 5 Samples of materials proposed for all hard surfaced areas of the site (including highways and footpaths) shall be submitted to the Local Planning Authority for approval 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.

- 6 Prior to the commencement of development a scheme of off-site highway works and timetable of implementation, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in accordance with the approved timetable to the reasonable satisfaction of the local planning authority.

In order to ensure safe vehicular access and egress to and from the site during construction works and during the future use of the building.

- 7 Where any dwelling on the estate incorporates an integral garage for the purpose of housing a motor vehicle then that accommodation shall not be modified or converted for any other purpose without the prior approval of the Local Planning Authority.

To ensure that there is adequate parking provision retained within the dwelling curtilage.

- 8 Prior to the commencement of development, 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 and finished floor levels of all buildings.

To ensure the development is completed in an acceptable manner having regard to the undulating nature of the site.

- 9 Details of street lighting [incorporated post heights, design, construction and lighting head form] shall be submitted to and approved by the Local Planning Authority prior to the commencement of any street works by the developer. The development shall be carried out in accordance with the approved details

In the interests of the visual appearance of the estate layout / form of development.

- 10 Notwithstanding the provision of Article 3, Schedule 2, Part 1, Classes A, B, C, E & F 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.

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 in particular due to the prominent areas of some residential curtilages and the restricted size of others.

- 11 Notwithstanding the provision of Class A 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 dwellings or curtilages relevant to those classes shall be carried out without Planning Permission.

To ensure that the Local Planning Authority has control over any future alteration to boundary treatments which may adversely affect the character and appearance of the dwellings and the surrounding area.

- 12 Prior to the commencement of development, details of all proposed boundary treatments shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to the development first coming into use.

In the interests of visual amenity and in order to retain the character of this development.

- 13 Prior to the commencement of development, details of all doors and window frames, including materials, means of opening, cross sections and surface colour finishes, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to the development first coming into use.

In the interests of visual amenity and in order to retain the character of this development

- 14 No development shall take place until full details of scheme indicating areas of public open space and / or children's play areas have been submitted to and approved by the Local Planning Authority. Such a scheme should make provisions in accordance the Council's adopted policy on public open space in terms of layout and requirements.

To ensure adequate on site play space.

- 15 All pedestrian links and footways within the site and linking the site with the adjoining highway network and the indicated on the approved plans shall be provided and maintained for future use by the residents of the site and members of the public.

In order to secure pedestrian access through the site and onto the local highway network in order to encourage the use of non car borne journeys.

- 16 For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary.

To prevent stones and mud being carried onto the public highway to the detriment of road

- safety.
- 17 Notwithstanding the provision of Article 3, Schedule 2, Parts 14, 16 and 17 of the Town and Country Planning General Permitted Development Order 1995 [or any Order revoking or re-enacting that Order], no further development relevant to those classes shall be carried out without Planning Permission.

To ensure that the Local Planning Authority has control over any future development of the site which may adversely affect its character and appearance.

- 18 All areas of public open space within the site and access ways linking these areas to the adjoining highway network shall be provided and maintained for future use by the residents of the site and members of the public.

In order to secure adequate open space throughout the site.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Control Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a „condition precedent“, the following should be also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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: Development within Settlements

Policy HL3: Affordable Housing

Policy HL4: Affordable Housing

Joint Lancashire Structure Plan:

Policy 1: Principal Urban Areas

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPG3: Housing

PPG17: Planning for Open Space

Informative notes

The developer's attention is drawn to the requirements of the condition above, which requires the future maintenance of all areas of public open space within the site. Provision must be put in place in order to ensure the future maintenance of these areas by means of the establishment of a management company or similar mechanism.

MEDLAR-with- WESHAM TOWN COUNCIL

ALLAN SHARPLES, JP, ACIS,
TOWN CLERK
Tel. 01772 864926

32 ROUNDWAY DOWN
FULWOOD
PRESTON PR2 3NE

21st September 2005

Dear Mr Wilkinson,

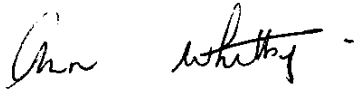
Re: Planning Applications 5/2005/0742 and 5/2005/0743

I refer to the above planning applications for the proposed development at Wesham Park, Wesham.

I attach a response from Wesham Town Council the contents of which were resolved at a meeting held on Tuesday 13th September 2005.

Wesham Town Council therefore has concluded to Refuse the application until the issues raised in the document are resolved to the Town Councils' satisfaction.

Would you please take all the points raised in the document into consideration during the decision process for this proposed development.



Councillor Mrs Ann Whitby
Mayor

2

Medlar with Wesham Town Council

WESHAM PARK HOSPITAL

O

RESPONSES TO THE PROPOSED DEVELOPMENT

PLANNING APPLICATION

O

SEPTEMBER 2005

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MEDLAR-with- WESHAM TOWN COUNCIL

ALLAN SHARPLES, JP, ACIS,
TOWN CLERK
Tel. 01772 864926

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PRESTON PR2 3NE

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Councillor Mrs Ann Whitby
Mayor

Medlar with Wesham Town Council

Planning Applications 5/2005/0742
5/2005/0743

Proposed Development at Wesham Park, Wesham

1. Fylde Borough Local Plan 1996-2006

Throughout the following report reference is made to the Fylde Borough Local Plan 1996-2006 and where relevant the reference is quoted in Italics.

The contents within this report are based upon the Central Government Policy as stated at paragraph 1.24 and 1.25 i.e:

“.....which recognises the need for economic growth and development whilst respecting the environment and not prejudicing the needs of future generations”

2. Background

Following the announcement by Fylde Borough Council (subsequently referred to as FBC) of the proposed development at the former Wesham Park Hospital, Medlar with Wesham Town Council (subsequently referred to as WTC) made arrangements for public information sessions to be held in order for the residents of Wesham and surrounding areas to be made fully aware of the proposals. It was WTC's intention to give everyone the opportunity to either air their concerns or offer support for the development.

Over a two day period commencing on August 31st many residents attended the sessions and a large proportion recorded their opinions both verbally and also in written format. WTC subsequently met with Mr David Wilkinson, on September 1st 2005, at 7.30pm , to discuss the emerging issues.

3. Overview

The impression gained by WTC was that there was an acceptance that the development, in general terms, was inevitable. However, there was a high level of concern relating to the points raised in the following paragraphs:-

4. Vehicular Access

The current plan shows one single access onto the site. WTC are of the opinion that, following a meeting between representatives of LCC Highways, Kirkham and Wesham FBC members and members of WTC on 18th February 2002 there was an agreement for there to be access to a split site development from both Derby Road and Mowbreck Lane.

Section 106 Agreement

The current Section 106 agreement dated 8th October 2003 states at Paragraph: 3.2

The Owner Covenants with the Borough Council and the County Council:

3.2.1 *"Before commencement of the development to pay the County Council the sum of £30,000.00 for use solely in connection with such improvements to the road junctions at Derby Road/ Station Road and Mowbreck Lane/Garstang Road North as the Borough Council/County Council considers reasonable."*

The now intended single access use from Derby Road is considered as being totally impractical and will lead to a tremendous amount of congestion. So much so, the general feeling is that traffic will seek alternative routes via Park Lane and Mowbreck Lane forcing traffic onto the junction at Mowbreck Lane/Garstang Road North. It is therefore essential that a second access is made onto Mowbreck Lane and also that suitable road improvements are made at Garstang Rd Nth/Mowbreck Lane to cater for the emerging traffic in a safe manner.

Improvements at this junction are essential, in any event, because not only will the site traffic be attracted in this direction but also the Hospital Administration Car Park Traffic and the proposed FBC 'Back Office' vehicles which will also use this route.

Medlar with Wesham C.E Primary school are already seeking traffic calming measures. The current proposal will compound an already difficult situation for the safety of the school children of all schools (including pre school groups).

An earlier Wesham Hospital Development Brief circa 2000, issued by Fylde Borough Council states :-

"Vehicular access can only be achieved effectively from Mowbreck Lane. Whilst access could be provided off Derby Rd, this would be unacceptable because of the additional traffic flowing onto Derby Rd at a point too close to its junction with Station Road. Conflict would also arise with the vehicular access serving the administration block. "

Local Plan Policy HL1.3 states:

"Access to Fleetwood Road should be taken via Mowbreck Lane. Improvements to the junction of Mowbreck Lane and Fleetwood Road will be required."

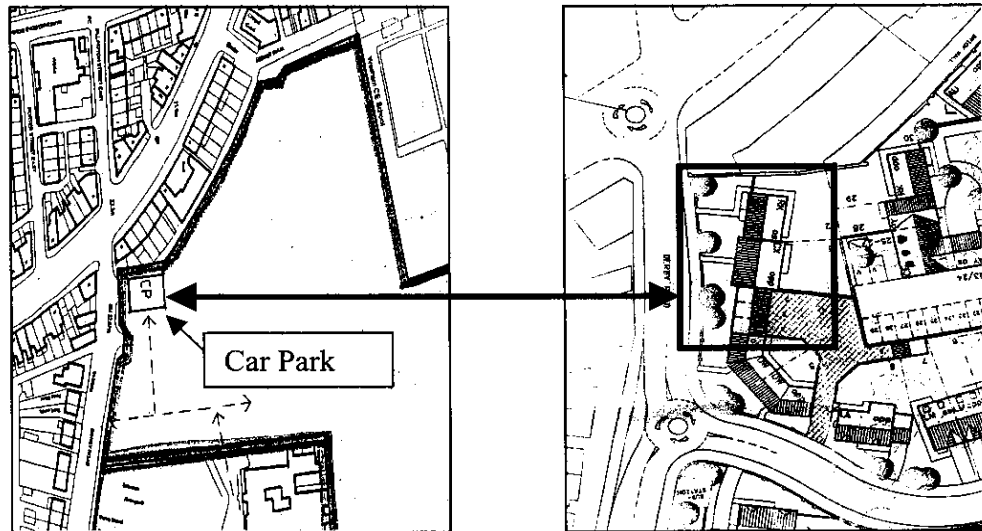
Nothing has changed to improve the situation. Given the proposals for the FBC offices re-development and the associated vehicle movements will worsen the situation that was anticipated at the time of the development brief.

----oOo----

5. Car Park

WTC are extremely concerned at the removal of the 10 space shoppers car park as legally agreed (by section 106 agreement dated 8th October 2003.)

The site plan (**Fig 1**) attached to the agreement clearly shows a site designated for the car park. The submitted application (**Fig 2**) shows housing. No other area has been designated within the plan for the 10 space car park.



(NB. Not to the same scale)

Figure 1

Figure 2

The provision of this car park has been a long standing agreement between FBC, LCC, The Land Owner and WTC.

Wesham Town Council remain firm in their wish for this to be retained.

Contrary to opinion of LCC which states, in a letter dated 27th July 2005 ref RSL/SLC “The local shops have finished trading.” The number of shops / businesses is still equal to the number quoted in Appendix 10 of the Local Plan.

There is still a need for the car park, added to which this could be used as a safe drop off point for school children to make their way safely to school. This will become a greater need once the road improvements are made on Station Rd resulting in parking difficulties for residents.

The influx of the new residents, as the result of this proposed development and the proposed Weeton Road development will, it is hoped, further rejuvenate the shopping facilities subsequently leading to the need for suitable off road parking. The cancellation of the proposed car park along with the inevitable loss of road parking will contribute to the decline of facilities within the Town contrary to Central Government Policy, detailed in the Local Plan.

6. Public Open Spaces

WTC consider that the current allocation of Public Open Space is totally inadequate within the boundary of the development.

Local Plan Reference Public Open Space within Housing Development 6.80

“...it is important that where new housing developments are being proposed suitable areas of public open space are included in development schemes”

Public Open Space 1

Whilst providing an aesthetically pleasing entrance to the site it has no value for the benefit of the residents in particular safe play-space for children. In addition there is conflict with the service access road for the NHS Trust approved car park plan. (See ‘Service Road Access’ below)

Public Open Spaces 2, 3 and 4

These are inappropriately located for use as doorstep play areas and are adjacent to the only access road in and out of the site.

Public Open Space 5 (Toddler Play Area and Pond)

WTC question the suitability of a toddler play area immediately adjacent to a pond with its’ inherent dangers. It is at the furthest part of the development and away from the main concentration of young family dwellings. Concern is also expressed by WTC at the close proximity to Mowbreck Lane, a busy yet isolated area away from public view.

Public Open Space 6

There is no direct access to this open space from the site making it remote and totally detached from the development, serving no useful purpose whatsoever. In addition, being isolated from properties, the Council are concerned for the potential misuse the area could be put to after dark.

This area was never considered in the outline application.

This amount of open space should be contained within the boundary of the development.

Local Plan 6.83 states: ***“Where provision is made off site it must be in a location close to and where it would be of direct benefit to the occupiers of the new development”***

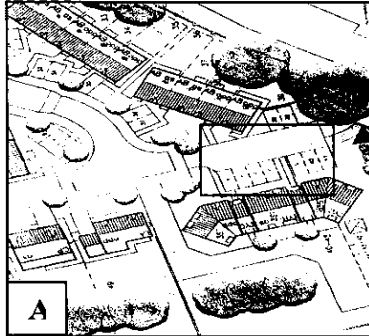
Local Plan POLICY TREC 17

“.....the open space must be provided as a single central usable facility”

7. Footpath Accesses

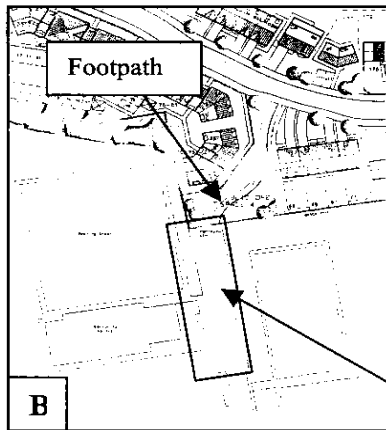
WTC are very much in favour with the proposed public footpaths to feed towards the Primary Schools and also the Community Centre area.

There are however two concerns:-



A. The footpath route close to plots 40-48 can only be joined via a car park area. This introduces a safety concern during times of vehicle movements when there is a risk of reversing manoeuvres could cause such vehicles to enter into the path of school children on their way to the footpath.

It is felt that rearrangements to the plan should be made to divert the footpath away from the car parking area thus creating a daily safe route for the children.



B. The footpath leading through Public Open Space 4 feeds onto an area which is currently dedicated as car parking space for the Community Centre. The car park has a condition placed upon it for the operation of the Community Centre.

This part of **Church Road** has not been adopted (as indicated on the adjacent map), therefore the developer and LCC should seek an agreement with WTC for an acceptable route to safely join up with Church Road without prejudicing the use of the car park.

Unadopted Section of Church Rd

---oOo---

8. Density and Design of Buildings

There is overwhelming concern at the proposed provision of 3 and 4 storey buildings. It is considered that buildings of this nature are totally out of character with the general area of Wesham.

Density

Whilst the number of dwellings per hectare APPEAR to be within guidelines, this allocation **must** surely include the piece of land designated for Public Open Space 6, which is totally remote from the actual site and its' buildings. Also Public Open Space 5 is at one end of the site with no buildings at all. The impact whatever the density figures given is of a very tightly packed estate with very little space within it. This cannot be considered ideal for homes with families particularly with 3 and 4 storey apartments with no green amenity spaces around them. In the local plan the development brief for this site suggests 110 dwellings. The amount proposed is DOUBLE that!

Local Plan paragraph 3.40

"The Council considers that the development of apartments and maisonettes is one way of achieving higher development densities without prejudicing visual amenity and townscape environment"

WTC feel that this site in a small rural town is not appropriate for high development densities and that it will certainly prejudice both the visual amenity and townscape environment.

Policy HL5

"The proposals would be in keeping with the character of the locality in terms of scale, siting, space around buildings, density, materials and design"

FBC Development Brief "Land at Wesham Park Hospital" circa 2000

General Approach to Site Development

"A mixture of housing types and sizes would be appropriate. Development should be largely TWO storey to maintain high density and to reflect the character of existing adjacent housing."

FBC Development Brief "Land at Weeton Road" Policy Statement

General Approach to Site Development

"Development should include a mixture of house sizes and densities, restricted to a height of 1 or 2 storeys. Larger blocks of flats would be inappropriate on this site as they would appear too bulky and dense when viewed from the surrounding countryside."

WTC consider that the above policy statement is equally applicable to the hospital site development.

Also, concern is expressed at the suitability of 4 storeys for young families. For residents on the upper floors, the practicalities of conveying young children together with prams/shopping are fraught with difficulties.

The safety of young children is at risk whilst simultaneously carrying items from the ground floor to the upper floors where it appears that there is no provision of lifts.

Some of the proposed 3 storey blocks back onto the existing 2 storey dwellings which are contrary to the above policies. The same situation arises within the proposed development

Design

The design of the four and five bedded houses are fine. However, the design of others leave a lot to be desired, particularly the proposed four storey blocks which have been compared to "Prison Accommodation"....."We thought we had got rid of the Wesham Workhouse" (which was previously on this site).

Indeed, comparisons could easily be made with both the image and their intended use!

WTC wish to see our young families in decent
homes in Wesham !

----oOo----

9. Access Road conflict with the Admin Block Service Road

The service access road for the approved NHS Trust Administration Offices development via their car park is shown at **Figure 3**.

The proposed site access road is shown at **Figure 4**.

There is a clear overlap of both roads and it can be readily seen that there is a conflict between them.

It is essential that the service road to the hospital administration block is kept separate from the site access road. No provision should be made to allow service/delivery vehicles to enter the hospital administration block via the proposed new road.

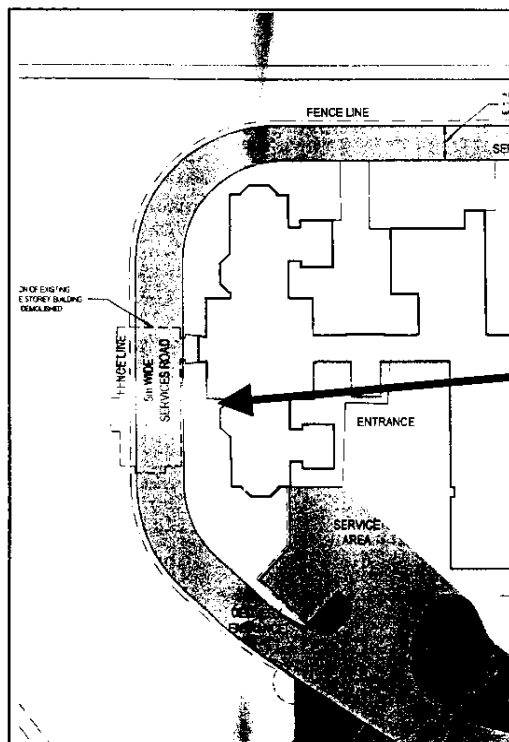


Figure 3

Approved NHS Service Road with access leading from car parking area.

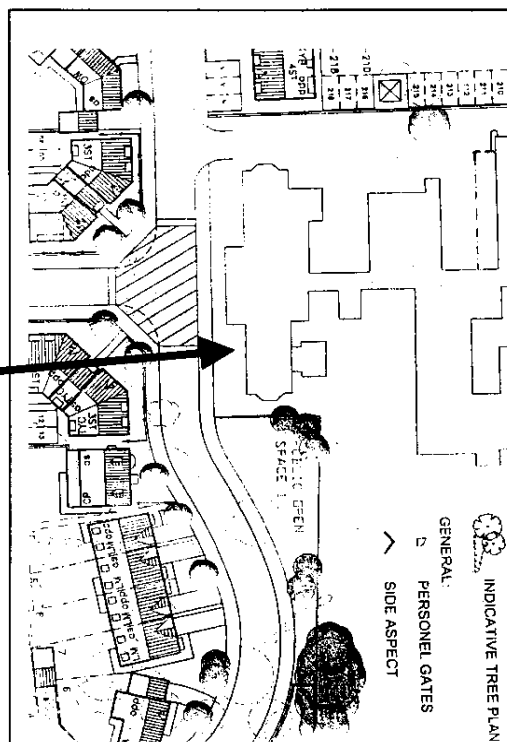


Figure 4

Proposed site entrance roadway in conflict with Figure 3.

10. Effect on local facilities e.g School Places/ Doctor's and Dentists

There was an overwhelming public concern, also shared by WTC, for the effect the very large development will have on the local primary and secondary school places. Both Wesham C.E and Carr Hill High School are currently oversubscribed and other schools in the area usually at capacity.

Further concern was expressed at the already difficult situation with the complete lack of NHS Dental Surgeries in the Kirkham and Wesham area, resulting in residents having to travel further afield. This can only be compounded by the new resident influx.

A similar oversubscribing situation is feared for the only two Doctors practices in Kirkham with residents already experiencing delays in obtaining appointments.

11. Utilities compatibility (Sewerage, Drainage)

A number of concerns were expressed at the capacity limits of the drainage and sewerage systems, there being fears that this old established system is already at full capacity as the result of the many previous housing developments in Kirkham and Wesham.

12. Trees

The Public and WTC are very concerned about the number of healthy trees that are being unnecessarily felled, even those with a current TPO seem to be at risk of being felled or severely over-pruned.

The plans and the supporting documentation are contradictory in that the plans clearly state many existing trees to be retained, whereas in the documentation it states for these trees to be felled and replaced with unsuitable saplings.

13. Walls

Part of the development site, namely the western side, shown on the plan as "Brick Wall" is contained within an existing old, high brick wall which will be boundary of many of the new properties. As this wall is very old, the public and WTC have concern for its' future maintenance responsibility.

14. Refuse Bins

As Wesham is part of the FBC 'Wheelie Bin' and recycling scheme, there is concern for the storage of the bins, bottle boxes and blue bag paper collection.

What scheme will be in place for the 3 and 4 storey apartments? (if the 3 and 4 storey blocks are deemed to be acceptable?). Has consideration been given for the collection of bins in tight parking areas or for properties with access via archways?

15. Distances between Houses

There is concern for the close proximity of certain new properties, not only new to new but also new to existing properties on the perimeter of the site. In some cases the window to window distance is well below what is considered to be the 'standard' of 21 metres. Also window to wall distances are well below the 'standard' of 13 metres.

16. Lighting

There is no evidence on the plan of the type and suitability of lighting within the site. From a Policing and safety point of view it is essential that the whole site, including footpath links, are suitably lit.

Specific concern is given to the lighting of the Public Open Spaces especially 5 and 6.

17. Affordable Housing

Profile

Within the 87 proposed affordable units, it would be expected that at least some one bedded and four bedded units would be provided if the profile in the housing needs survey was to be followed. There is a need in the area for both of these types of accommodation.

Local Need

One of the most sensitive issues raised throughout the public information sessions, and overwhelmingly recorded on the feedback sheets, was the concern for the needs of **LOCAL** people. It is therefore the express wish of WTC that a condition be applied to the social housing element for the people of Wesham (and Kirkham) to be given priority over any other applicant.

18. Provision for Youth

Whilst provision is shown for 'Toddlers' (albeit inappropriate) there is no evidence to cater for those of an older age group, particularly teenage groups. WTC are anxious to ensure that this vulnerable part of our community is catered for.

19. Residents Comments

Whilst the above report contains the vast majority of concerns stated by the public at the information sessions, clearly not every specific point is covered. In order to allow the planning committee to have the full details, the original set of completed forms are attached to the 'Main' report for information. Upon request, further copies will be made available.

20. References

FyldeBorough Local Plan 1996- 2006
Fylde Borough Council Development Brief Hospital Site
Fylde Borough Council Development Brief (Weeton Road)
Lancashire County Council communication ref RSL/SLC
Proposed Development Plan 2005/0742

September 2005



(01772) 531100

(01772) 534512

trafficandsafety@env.lancscc.gov.uk

David Wilkinson
Built Environment Manager
Fylde Borough Council
Council Offices
Derby Road
Wesham
PR4 3AJ

Your ref
Our ref
Date

TS/D5/05/742/KJG/SM
6 October 2005

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
PROPOSED RESIDENTIAL DEVELOPMENT FOR 8 TWO AND 2 HALF
STOREY MEWS AND DETACHED HOUSES
HOSPITAL, DERBY ROAD, WESHAM, PRESTON**

Further to my letter of 5 September 2005 (copy attached), these comments are still applicable.

Since this date, VTC (Highways and Transportation Consultants) Limited have been appointed to produce a report on behalf of Fairclough Homes to assess the suitability of two mini roundabouts one at the site access junction with Derby Road and one at Derby Road/Station Road Junction.

The results are encouraging and reduce delays to an absolute minimum, probably no more than is already the case during the pm peak hour on Derby Road at the present time. On paper it would appear that this improvement will address the congestion concerns for Derby Road and I fully support the proposal.

Yours faithfully



Mrs Karen Galloway
Chief Traffic & Development Engineer (North)

Enc

Mrs Karen Galloway • Chief Traffic & Development Engineer (North)
Highways and Environmental Management
PO Box 9 • Guild House • Cross Street • Preston • PR1 8RD

(01772) 531100
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trafficandsafety@env.lancscc.gov.uk

David Wilkinson
Built Environment Manager
Fylde Borough Council
Council Offices
Derby Road
Wesham
PR4 3AJ

Your ref
Our ref TS/D5/05/742 & 743/KJG/SM
Date 5 September 2005

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
APPLICATION NOS T5/05/742 AND 743
PROPOSED RESIDENTIAL DEVELOPMENT FOR 8 TWO AND 2 HALF
STOREY MEWS AND DETACHED HOUSES, GARAGES AND ASSOCIATED
WORKS
HOSPITAL, DERBY ROAD, WESHAM, PRESTON**

I have no highway objections to the additional 8 properties, the subject of application No 743.

With regard to the reserved matters application No 742, the relocated access is acceptable, subject to a satisfactory junction design which provides adequate visibility splays. A mini roundabout is likely to be a suitable means of achieving this.

I note that the public car park is omitted from this application. It was intended to be for the benefit of patrols to the local shops and for the houses on Station Road with no other available frontage parking. There are now fewer local shops and the occupiers of the premises on Station Road park outside their premises with no obvious recourse to Derby Road. On this basis I suspect its use would be negligible. Since the developer has offered to fund additional traffic management measures for Derby Road and Station Road in excess of the promised £30K contribution, I believe the benefit of this investment outweighs the loss of the car park.

/Cont'd...

 **nta** national transport awards
Local Transport Authority of the Year 2004

Mrs Karen Galloway • Chief Traffic & Development Engineer (North)
Traffic & Safety • PO Box 9 • Guild House • Cross Street • Preston • PR1 8RD

I would like to add that Wesham Town Council feel very strongly about the loss of the car parking space because there are existing premises which they believe would utilise the space. If Faircloughs could still accommodate the parking area as a gesture of good will it would be warmly welcomed.

The measures proposed are two mini roundabouts, one at the site access on Derby Road and one at Derby Road/Station Road junction. Both could be accommodated but this is subject to a detailed design and modelling. The roundabouts will have a minimal effect on adjacent properties but some additional waiting restrictions will be required on the west side of Station Road between the pelican crossing and Billington Street East, also on Derby Road, probably covering the frontages of the properties known as Belsfield, Rose Dean and The Laurels. Again this is a guide, subject to detailed design. The pelican crossing on Station Road south of Derby Road will remain, as will the pedestrian refuge to the north of the junction.

Faircloughs obviously intend, from the application, to contribute 60K towards these improvements. I will require instead that they be the subject of a 278 Agreement to pay full costs, whatever these may eventually be. It is possible that the highways works will be less than the 60K and it is impossible to determine at this stage.

The existing section 106 Agreement will presumably be altered to remove the car park element (clause 3.1.1. - 3.1.4) and the £30K contribution (clause 3.2.1.) The monies towards the roundabout at Weeton Road will remain. I would also like a clause inserted into the amended agreement to say that should for any reason the proposed highway improvement (ie provision of two mini roundabouts) for some reason, not proceed, that Faircloughs will contribute £60K to the County council to use for appropriate highway works in the Wesham area.

The internal access road and footways comply with LCC standards but some form of calming, ie a rumble strip or change in surface material, would be appropriate on the long length of road (from plot 107 - 130) to remind drivers to moderate their speed. I would also like to know how the emergency access/footpath link is to be controlled.

The footway link adjacent to car park space No 41 is not ideal since there is no segregation between pedestrians and cars. Pedestrians will of course be at risk. This must be addressed.

No part of the development shall be commenced until all the highway works have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

/Cont'd...

3

No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in the previous Condition has been constructed and completed in accordance with the scheme details. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

NOTE

The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Executive Director of Environment at PO Box 9, Guild House, Cross Street, Preston PR1 8RD in the first instance to ascertain the details of such an agreement and the information to be provided.

Yours faithfully



Mrs Karen Galloway
Chief Traffic & Development Engineer (North)



United Utilities North West
Lingley Mere Business Park
Lingley Green Avenue
Great Sankey
Warrington WA5 3LP

Telephone 01925 234000
www.unitedutilities.com
Direct Line 01925 537253
Direct Fax 01925 537516
Kevan.williams@uuplc.co.uk

Mrs J Cary
Principal Planning Officer
Fylde Borough Council
Council Offices
Derby Road, Wesham
Preston, PR4 3AJ

Your ref 05/0742
Our ref 05/3509
Date 01/09/2005

Dear Mrs Cary

Location: Hospital, Derby Road, Wesham, Preston

Proposal: Erection of 210 2/3/4 storey dwellings and apartments garages and associated works

Thank you for your planning consultation of 11 August 2005. I have no objection to the proposal providing that the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency. The applicant must discuss full details of the site drainage proposals with United Utilities Janine Hawkins (01925 537176).

A public sewer crosses this site and we will not permit building over it. We will require an access strip of no less than 6 metres wide, measuring at least 3 metres either side of the centre line of the sewer, for maintenance or replacement. Therefore, a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense may be necessary. To establish if a sewer diversion is feasible the applicant must discuss this at an early stage with our Wastewater Adoptions Engineer, Colin O'Mara (01925 464612) as a lengthy lead in period may be required if a sewer diversion proves to be acceptable. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

The developer should also contact Colin if this development has any new sewers requiring adoption.

Currently, United Utilities policy is not to adopt any SUDS (Sustainable Urban Drainage System) structures. This stance has been taken as SUDS structures, typically ponds, do not align with United Utilities asset base and would represent a substantial maintenance liability.

United Utilities will only consider the adoption of surface water sewers draining to a balancing pond (as opposed to any other SUDS structure), providing the following conditions are met: -

- * The Local Authority takes responsibility for the maintenance of the pond
- * The freehold of the land on which the pond lies is transferred to the Local Authority
- * United Utilities is provided with a deed of "Grant of Rights" to discharge into the pond in perpetuity. Such a deed would necessarily contain some provisions against development within the balancing pond, and against altering its topography, or making connections to it.

A section 104 (Water Industry Act 1991) agreement for the surface water drains to the balancing pond, will not be entered into until every condition described above has been met.

Prior to the approval of any planning application incorporating SUDS features, a meeting must be arranged to formally discuss the proposal. Any such meeting should include a representative from United Utilities, the Local Authority drainage department and the developers.

A water supply can be made available to the proposed development. However, A separate metered supply to each unit will be required at the developer's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Should this planning application be approved, the developer should contact our Service Enquiries Department (Tel No: 0845 7462200) regarding connection to the water mains.

Our records show that there are private mains within the site.

The applicant should be aware of the potential difficulties caused by trees and should consider this when carrying out planting near to the 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.

GS 6 - Avoidance of danger from overhead electrical lines.

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

United Utilities offers a fully supported mapping service at a modest cost for our electricity, water mains and sewerage assets. This is a quality service, which is constantly updated by our Map Services Team (Tel No: 0870 7510101) and I recommend that the developer give early consideration in project design as it is better value than traditional methods of data gathering. It is, however, the applicant's responsibility to demonstrate the exact relationship on site between any assets that may cross the site and any proposed development.

Please note that a copy of these comments has been forwarded to the applicant.

Yours sincerely



Kevan Williams

Asset Protection (Formally External Planning Liaison)

Lancashire Constabulary

OFFICER REPORTING

PC656 Douthwaite

DATE

09/10/2005

DIVISION

A - Western

SECTION

Kirkham

TELEPHONE x404733

REPORT RE

Proposed housing developments @ Wesham Park & Weeton Road, Wesham

EXAMINED

SERGEANT

RS6317

thrst

07/10/05

SUBMITTED

CHIEF INSPECTOR

With reference to the above I report as follows: -

Planning applications have been submitted in respect of two proposed housing developments on land at Wesham Park (the former Wesham Park Hospital site), and Weeton Road at Wesham.

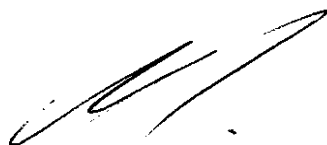
The Wesham Park site will consist of 218 properties, the Weeton Road site, 106.

Wesham town council have held two public consultation meetings at Wesham Community Centre in order to gauge the level of public feeling surrounding the proposals. Both these meetings were very well attended. I was also present, and it was immediately apparent that there was a high degree of concern in respect of certain aspects of the Wesham Park development.

After examining plans for the site I also share some of these concerns.

- The Fylde and Wyre PCT headquarters, situated on Derby Road, has been a youth nuisance and disorder hotspot for a number of years. Much police time has been devoted to addressing this particular problem, which still occurs to some degree to the present day. The PCT have been very pro-active and have worked hand in hand with the police to search for a solution. It is of great concern that a large proportion of the 'affordable housing' allocation for the site backs directly onto the rear of the PCT HQ. Depending on the criteria applied to vet prospective occupants as to their suitability, I am of the opinion that unless consideration is given to enhanced lighting and fencing being installed to this boundary, the existing problems may well be exacerbated.
- I believe the developers have agreed to construct a 'picnic area' on land previously owned by the NHS, and situated to the Eastern side of the new Rehabilitation Unit on Mowbreck Lane. I am of the opinion that this site, which is remote, will become a haven for local youths, who may resort to anti social behaviour. The location will make it difficult to police and additionally, it would not appear to be sufficiently 'central' to the development for residents to make full use of it.
- The area of public open space at the Northern side of the development show a toddler's play area situated in very close proximity to an existing pond. This is clearly an accident waiting to happen and requires urgent redesign.
- The proposals to deal with the extra volume of traffic generated by the site appear on the surface to be inadequate. A mini roundabout is proposed at the junction with Derby Road and Station Road, and the main entrance to the site further East along Derby Road. Combined with traffic from the PCT HQ and the proposed Fylde Borough Council 'Back Office' site on the opposite side of Derby Road this will lead to huge amounts of congestion at peak traffic times. In my opinion this will lead to Park Lane and Mowbreck Lane becoming a 'rat run' for motorists wishing to leave the area.

I request that this report be brought to the attention of the Planning Officer at Fylde Borough Council in order that it may be kept on record pending further development of the site.



Mark Douthwaite
Police Constable 656
Community Beat Manager
Medlar with Wesham



WESHAM C.E. PRIMARY SCHOOL

Headteacher: W. HULME, B.A.(Hons.)

Garstang Road North,
Wesham,
Preston PR4 3DE.

Tel. Kirkham 682836

30th September 2005.

Dear Mr Wilkinson,

**PLANNING APPLICATIONS 5/2005/0742 AND 5/2005/0743
FORMER WESHAM PARK HOSPITAL SITE**

On return to school from the summer break, we were apprised of the above-noted applications on the site which has concerned the Governors of this school for a number of years.

After considerable deliberation, the attached report sets out the views of the School on the proposals now submitted. Will you please respond to the views expressed and ensure that they are circulated to the Development Control Committee in the prescribed manner.

Yours sincerely,

J. Marjorie Towers
Chairman of Governors

Mr David Wilkinson
Head of Built Environment Unit
Fylde Borough Council
Town Hall
St Annes

Copies to: Head
Clerk to Town Council
Ward Councillors – County Council, Fylde Borough Council

2

WESHAM CHURCH OF ENGLAND PRIMARY SCHOOL
COMMENTARY ON PLANNING APPLICATIONS
5/2005/0742 AND 5/2005/0743 FOR THE DEVELOPMENT
OF 218 DWELLINGS ON THE SITE OF THE FORMER
WESHAM PARK HOSPITAL

INTRODUCTION:

1. Wesham C/E School has been in touch with the Fylde Borough Council Planning Department over the development of the former hospital land for more than 8 years. Throughout that time, the wish has been expressed that when the site was to be developed the road network on the new housing estate would allow a full drop-off access to the school (shown necessary in the School Travel Plan) and that the pleasant green triangle would be retained for Public Open space which could be used by the school for the recreational purposes the present limited playground cannot provide. It was also expected that by linking through Wyre Street for pedestrian access, this mature green space would become a park to all those terrace property dwellers of old Wesham who lack garden space for their children's play.
2. We understood that a design brief had been prepared which would meet these needs and later when the outline plan was approved for around 120 properties, we were assured that in the detailed consultation for the full permission there would be every opportunity to discuss this option – probably with the developer. At that time a Section 106 Agreement with the Town Council established the site of a car park off Derby Road which, in conjunction with the retention of the hospital triangle, would create the safe drop area we had been seeking. More recently, we were pleased to promote the idea of the new urban park as an agreed project of the Kirkham and Rural Fylde Partnership.
3. We are therefore, now both alarmed and dismayed that the new plans for this development have been engineered to utilise some detached land on which building is precluded as green space provision, and that this existing parkland will be intensively developed, denying all the benefits listed above.

DENSITY OF DEVELOPMENT:

4. Well established research shows that young people produce the best educational performance when brought up in good standard housing, with easy access to well designed and safe play areas, and where crime or fear of crime and anti-social behaviour is minimal. As we understand the currently adopted Housing Policy the only need for any new housing in the Borough is

3

for Affordable Housing. In this area no one may develop general market Housing unless 60% of the development is deemed affordable. We accept that on this site and the other Wesham development at Weeton Road, the figure is 40% on account of the timing of the earlier Outline Plans. However, on both sites the driver for development is the need for affordable housing. The rest of the market development therefore is incidental to the aim of the Housing Chapter of the Local Plan. Those determining the planning application should therefore ensure that the number, style and quality of the affordable housing and the site layout and provision of open space and other infrastructure requirements meets requirements and only then consider the market housing issue. It should NOT be regarded as a burden to the developer that four tenths of the development shall be affordable. He should ensure that the affordable provision should be to the normal acceptable standard in every way.

5. With this in mind, the Governing body believes that the density of the development is far too high. With the inappropriate siting of the open space, the provision of 3 and 4 story apartment dwellings is not acceptable on grounds of density. In addition to high and poorly designed buildings being incongruous in a rural Fylde location, the notion that such structures 'nestle in the lee' of the old hospital buildings must rely on the presumption that these buildings, now used as office accommodation, will be required for decades to come. This is not likely to be the case as they neither make efficient offices, nor are they well located in the forthcoming Health Service Re-organisation. When they are demolished in a few years time, the 4 storey blocks will stand out against the traditional roof lines of the locality. Hitherto there has been an embargo on this type of development outside the urban areas of the Borough.
6. The Council's latest Housing Needs Survey indicates that more than 80% of those in need of Affordable Housing are one-parent families (Chart A Chapter 3). The balance is made up largely of 2 parent families and single pensioners. Apartments of 3 and 4 stories without lifts, pose major difficulties. A young mother cannot carry the shopping and the child(ren) and the pram upstairs together, posing the problem of which does she leave and where? The units proposed are small. There is no provision for wheeled toy storage. The bin stores (too small to meet the capacities required by the Borough's Recycling Policy) are beyond easy reach of the people who will be allocated this accommodation. There are no garden areas for the flat-dwellers. The usable open space provided for them is several hundred metres away, providing only a toddler playground and a steep-sided pond. There is no provision for older children, except a picnic park remote from the development and accessed down a country lane on the other side of the Rehabilitation Hospital. The locations of the Open Space arrangements have been put forward NOT to meet the needs of those without gardens, or to benefit any of the residents of the new housing, but to maximise the economic return from the development

- 4
- of the site. These are both inadequate to meet the needs of the community and are in the completely wrong place.
7. The Governors would like to see a mix of properties, all at 2 or 2 ½ storeys with adequate gardens, parking and storage facilities, set out in a manner and with a density similar to those proposed on the nearby site at Weeton Road.

QUALITY OF ACCOMMODATION

8. Whilst the layout arrangements for the houses proposed for the site seem satisfactory, the apartment blocks are singularly unattractive and overbearing. The lack of storage provision will inevitably result in bikes and prams left in hallways and outside in car parking areas. Young families in blocks of flats will suffer isolation, and the lack of play areas adjacent to the blocks will give rise to youth nuisance. The under-provision of car parking and local rubbish storage will cause added friction, and the difficulty of managing the communal car park areas will give rise to abandoned vehicles, accumulations of rubbish and other anti-social behaviour. All of these aspects already occur in housing areas in Wesham because of poor design, lack of foresight and inadequate infrastructure. These aspects can all be designed out, if the housing and environmental areas of the low cost part of the development are treated in the same way as the market housing. The cost of rectifying these shortcomings after the properties are built will be many times greater than requiring their inclusion at the planning stage.
9. All of the affordable housing proposed on this site is 2 or 3 bed. Whilst the Borough's latest survey shows this to be the majority need, there is requirement for 17% 1 bed and 20% 4 bed or more. These property types **MUST** also be included to provide the full range of accommodation to satisfy the housing needs of Kirkham and Wesham. If they cannot be planned into a development of this size, which is likely to provide the bulk of affordable housing for the immediate locality for several years, how else are the needs of single people or those with larger families to be met? We think that a full range of property types to fit the profile of the needs established at Table 3 of Chapter 3 of the Council's Housing Strategy should be provided.

INFRASTRUCTURE NEEDS

10. The two proposed major housing developments now under consideration, together with the recent modest social housing build in the town, will increase the population from the 2001 census figure of 3235 to 4215, an increase of 28%. If the distribution figures remain the same, there will be 136 new households with children, comprising 236 more in the under 16 group. Taking account of the 40% affordable rule being applied, rented sector properties will increase from 232 to 410 of which the social housing element will rise by 126% to 261 units. Pro-rata to the last census the number of one-parent families will rise to 165. However, if the allocations to the social housing units

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follow the demand identified in the Housing Needs Survey, 83% of the new tenants will be single parents bringing the new total to 273.

11. Whilst the Governing body would welcome actions to provide good quality affordable housing for the people of Wesham and Kirkham, we believe that it is of paramount importance that there is the necessary infrastructure to support and develop the social structure of the enlarged community. The provision of primary and secondary school places close by, to meet parental choice, may necessitate the development of some additional facilities. Proper attention to highway design, car parking capacity, access to major routes and re-design of junctions are all imperatives. The provision of appropriate youth areas has not been included in the plans now presented. If nothing is included –and here a 5 table landscaped picnic park well off the site is an irrelevance– the developer should be made to contribute a substantial amount, through a Section 106 Agreement, towards a proper floodlit and fenced hard play surface to be constructed on the adjacent School field which could be operated for the benefit of the whole community.
12. The provision of safe routes to school has been the subject of a detailed investigation, which concluded that an opportunity existed for the access at the rear of the school to be re-used if an appropriate drop-off zone could be established in this new housing development. The road layout has not taken this into consideration and the intensive building proposed at the back of the school will preclude it for the future, requiring the majority of pupils still to use the front gates on the busy and dangerous Garstang Road North. In the matter of wider road safety in the town, it is vital that all junctions used by children travelling to our school or to the 2 other primary schools in the area, are made as safe as possible. When the outline plan for this site was discussed, the original County proposal was for traffic lights on the Derby Road/Station Road junction. This was dropped when Highways Engineers and the Borough Officers and Town Council concluded that the site could be accessed from both Derby Road and from Mowbreck Lane, with junction improvements to both. We understand that the existing Pelican on Station Road will remain and that mini roundabouts will be installed at the Derby Road junction and the site entrance. These must be required to protect the crossing points for children going to and from school. Generally there should be a requirement for the developer to fund safe walking and cycling routes through the town (in conjunction with the Weeton Road developer).

PARTY WALLS

13. The school and the adjacent churchyard of Christchurch are bounded by an eight feet brick wall, which was constructed and maintained wholly by the hospital authorities. Any plan now envisaged must provide that any new owners of the land areas now under consideration shall, at their own expense, maintain the wall to a high and safe standard in the materials of its original construction.

TREES

14. The school was pleased to learn that a significant number of TPO's were put in place to protect many of the fine trees on the hospital site. It is evident from the applications that a number of these Orders are being set aside, with specious assessments from a specialist adviser to the Applicant. We believe that the Council's Tree Officer should undertake a full review of what is proposed to ensure that the Council's original intentions are not overturned except in clearly demonstrable circumstances.

CONCLUSIONS

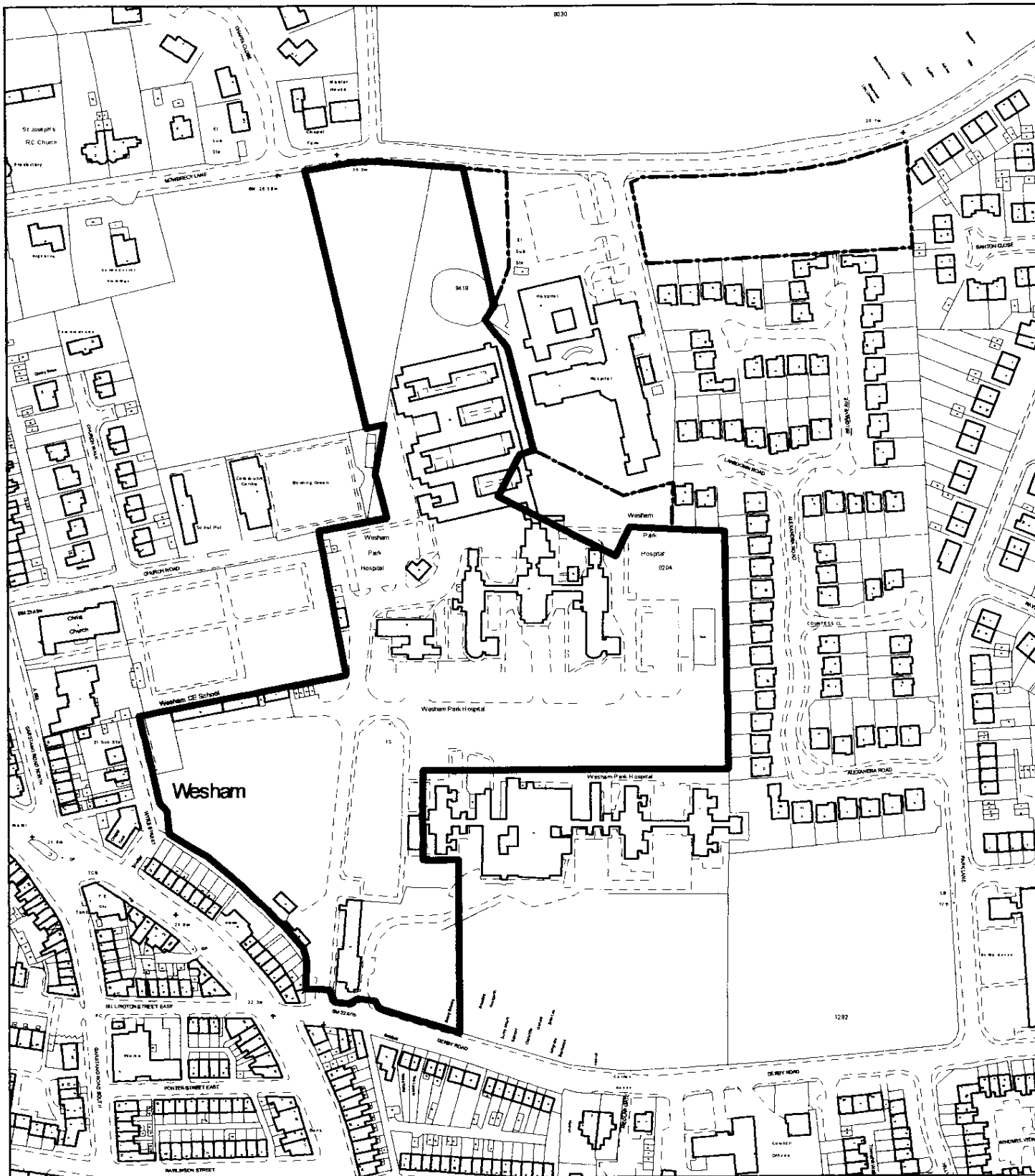
15. The Governing Body of the school believes that the applications should be turned down for reasons of

- inappropriate design and property type
- incorrect mix of affordable housing
- inadequate public open space at inappropriate locations
- failure to accord with the Section 106 Agreement concluded at the time of the Outline approval which provided off road car parking for shoppers and residents
- other matters as indicated in this report

We would like the opportunity to talk directly with the applicant and the Council in the manner envisaged in the Government's Housing Policy 'Building Sustainable Communities' to voice our concerns over way the community interest has been ignored and to try to find a way to meet the aspirations of all the concerned parties in any future application on this site.

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26/09/05



Strategic Planning & Development
Fylde Borough Council

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Application No.	Address	Grid Ref.	Scale	Item No.
5/05/0742	Hospital, Derby Road Wesham	E.3419 : N.4330	N.T.S.	

Item Number: 3

Application Reference: 05/0743		Type of Application:	Full Planning Permission
Applicant:	Fairclough Homes	Agent :	
Location:	HOSPITAL, DERBY ROAD, WESHAM, PRESTON		
Proposal:	RESIDENTIAL DEVELOPMENT FOR 9 DWELLING HOUSES, GARAGES & ASSOCIATED WORKS		
Parish:	Medlar with Wesham	Area Team:	Area Team 2
Weeks on Hand:	38	Case Officer:	Mr M Evans
Reason for Delay:	Staffing shortages and due to the need to secure improvements to the originally submitted scheme.		

Summary of Recommended Decision: Approve Subj 106 or other appropriate mechanism

Summary of Officer Recommendation

Please note: The outline planning permission granted in respect of the Wesham Park Hospital site did not include two areas of land adjacent to the Day Care Centre or the area of open space on Mowbreck Lane. (see plan attached to application 05/0743) As such a separate full planning application has been submitted in regard to these parts of the development. The details of each application are set out in the separate reports below, however, as the development will eventually be seen as a whole, all the relevant issues are considered in this report.

Details of Proposal

(see application 05/0742 above)

Relevant Planning History

As above

Parish Council Observations

Medlar with Wesham Parish Council notified on 11 August 2005

As above report

Consultation replies

All as above

Relevant Planning Policy

As above

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.

Recommendation

That Planning Permission be GRANTED subject to the completion of a Section 106 agreement to secure a scheme of affordable housing which shall include:

- i. The numbers, type and location of the site of the affordable housing provision to be made;
- ii. The timing of the construction of the affordable housing;
- iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
- iv. The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.

- 1 This consent relates to the revised plan[s] received by the Local Planning Authority on the .

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

- 2 Notwithstanding any denotation on the approved plans Samples of facing materials [including details of mortar colour as necessary], 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.

- 3 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 syvicultural 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.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hatched green on the approved plan any building, wall, fence, hedge, tree, shrub or other device higher than one metre above carriageway level.

To ensure adequate visibility at the site access

- 5 Samples of materials proposed for all hard surfaced areas of the site (including highways and footpaths) shall be submitted to the Local Planning Authority for approval 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.

- 6 Prior to the commencement of development a scheme of off-site highway works and timetable of implementation, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in accordance with the approved timetable to the reasonable satisfaction of the local planning authority.

In order to ensure safe vehicular access and egress to and from the site during construction works and during the future use of the building.

- 7 Where any dwelling on the estate incorporates an integral garage for the purpose of housing a motor vehicle then that accommodation shall not be modified or converted for any other purpose without the prior approval of the Local Planning Authority.

To ensure that there is adequate parking provision retained within the dwelling curtilage.

- 8 Prior to the commencement of development, 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 and finished floor levels of all buildings.

To ensure the development is completed in an acceptable manner having regard to the undulating nature of the site.

- 9 Details of street lighting [incorporated post heights, design, construction and lighting head form] shall be submitted to and approved by the Local Planning Authority prior to the commencement of any street works by the developer. The development shall be carried out in accordance with the approved details

In the interests of the visual appearance of the estate layout / form of development.

- 10 Notwithstanding the provision of Article 3, Schedule 2, Part 1, Classes A, B, C, E & F 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.

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 in particular due to the prominent areas of residential curtilages and the restricted size of others.

- 11 Notwithstanding the provision of Class A 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 dwellings or curtilages relevant to those classes shall be carried out without Planning Permission.

To ensure that the Local Planning Authority has control over any future alteration to boundary treatments which may adversely affect the character and appearance of the dwellings and the surrounding area.

- 12 Prior to the commencement of development, details of all proposed boundary treatments shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to the development first coming into use.

In the interests of visual amenity and in order to retain the character of this group of buildings.

- 13 Prior to the commencement of development, details of all doors and window frames, including materials, means of opening, cross sections and surface colour finishes, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to the development first coming into use.

In the interests of visual amenity and in order to retain the character of this development

- 14 No development shall take place until full details of scheme indicating areas of public open space and / or children's play areas have been submitted to and approved by the Local Planning Authority. Such a scheme should make provisions in accordance the Council's adopted policy on public open space in terms of layout and requirements.

To ensure adequate on site play space.

- 15 All pedestrian links and footways within the site and linking the site with the adjoining highway network and the indicated on the approved plans shall be provided and maintained for future use by the residents of the site and members of the public.

In order to secure pedestrian access through the site and onto the local highway network in order to encourage the use of non car borne journeys.

- 16 For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary.

To prevent stones and mud being carried onto the public highway to the detriment of road safety.

- 17 Notwithstanding the provision of Article 3, Schedule 2, Parts 14, 16 and 17 of the Town and Country Planning General Permitted Development Order 1995 [or any Order revoking or re-enacting that Order], no further development relevant to those classes shall be carried out without Planning Permission.

To ensure that the Local Planning Authority has control over any future development of the site which may adversely affect its character and appearance.

- 18 All areas of public open space within the site and access ways linking these areas to the adjoining highway network shall be provided and maintained for future use by the residents of the site and members of the public.

In order to secure adequate open space throughout the site.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Control Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a „condition precedent“, the following should be also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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: Development within Settlements

Policy HL3: Affordable Housing

Policy HL4: Affordable Housing

Joint Lancashire Structure Plan:

Policy 1: Principal Urban Areas

Other Relevant Policy:

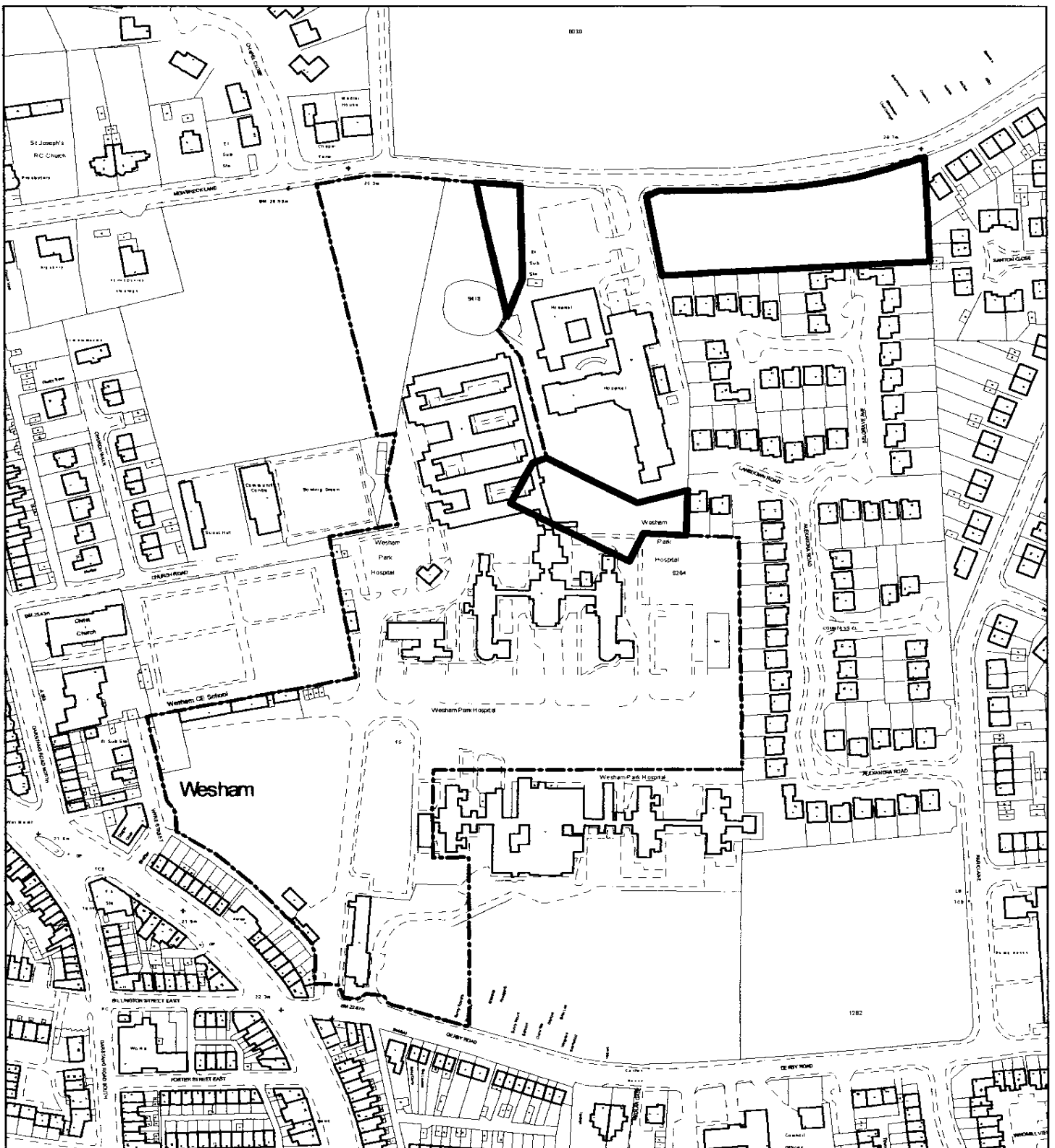
PPS1: Delivering Sustainable Development

PPG3: Housing

PPG17: Planning for Open Space

Informative notes

The developer's attention is drawn to the requirements of the condition above, which requires the future maintenance of all areas of public open space within the site. Provision must be put in place in order to ensure the future maintenance of these areas by means of the establishment of a management company or similar mechanism.



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<p>Application No. 5/05/0743</p>	<p>Address Hospital, Derby Road Wesham</p>	<p>Grid Ref. E.3419 : N.4330</p>	<p>Scale N.T.S.</p>	<p>Item No.</p>

Item Number: 4

Application Reference:	05/1083	Type of Application:	Full Planning Permission
Applicant:	Mr and Mrs Jinks	Agent :	S.Tortely
Location:	ADJACENT BUDOCK, MEADOW CLOSE, WREA GREEN, PRESTON, PR4 2NS		
Proposal:	REPLACEMENT DWELLING ADJACENT TO 2 MEADOW CLOSE AND PROPOSED PITCHED ROOF OVER GARAGE AND EXISTING UTILITY AT 2 MEADOW CLOSE.		
Parish:	Ribby with Wrea	Area Team:	Area Team 1
Weeks on Hand:	23	Case Officer:	Mr P Hancock
Reason for Delay:	Due to Staffing shortages and the need to obtain amended plans.		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

Following revisions to the proposed scheme, the dwelling is now of a size which is considered appropriate to the plot. As such Members are recommended to approve the proposal.

Reason for Reporting to Committee

The agent acts as a design consultant for the Council.

Site Description and Location

The dwelling known as Budock, 2 Meadow Close, is at the head of a short cul-de-sac. That original dwelling is of a style which incorporates hipped gable roofs, low eaves and dormer windows. The dwelling to be 'replaced' is not that main dwelling but a flat roofed garage extension given a lawful use certificate in April 2005.

Details of Proposal

The proposal is to erect a full size dwelling on the site of the extensive single storey former outbuildings. The issue is not the principle of erection of a dwelling on the site, but whether or not a dwelling of the form proposed is acceptable.

Relevant Planning History

Application No	Development	Decision	Date
05/0175	CERTIFICATE OF LAWFULNESS FOR EXISTING USE FOR RESIDENTIAL USE.	Granted	13/04/2005

Parish Council Observations

Ribby with Wrea Parish Council notified on 11 April 2006
Summary of Response Support the proposal

Statutory Consultees

Fylde Borough Council Housing Officer

No observations

Consumer Wellbeing and Protection

No observations

Environment Directorate

No objections but advises working hours for construction.

Observations of Other Interested Parties

N/A

Neighbour Observations

Objections to the original scheme from neighbours on grounds of over development, loss of light, overlooking and appearance. Concern is expressed about loss of privacy and impact on residential amenity. The design is considered inappropriate and overbearing, and the plans misleading and inaccurate.

These objections have been reiterated in respect of the amended scheme.

Relevant Planning Policy

Fylde Borough Local Plan:

Policy HL1 (6) and
Policy HL2

Other Relevant Policy:

PPS1: Delivering Sustainable Development

Site Constraints

The site is within the urban 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 original submission has been amended in order to improve the appearance in the street scene, making the design more in character with the adjacent dwellings in Meadow Close. In addition the scale of the design has been reduced to minimise the impact on neighbouring properties, and officers are now satisfied that the appearance will not be overbearing when viewed from adjacent properties, and that there is no significant overlooking problem. The first floor windows serve bedrooms and do not directly face neighbours.

In terms of daylight and sunlight, the proposal is considered acceptable in its relationship with neighbouring property.

In order to ensure a reasonable size curtilage, the large curtilage of the original dwelling, 2, Meadow Close, will be subdivided. The proposal provides for more than adequate garden space for each of the dwellings. The applicant has also submitted a plan from the original conveyance of the land from 1966 which appears to indicate that this plot was originally intended to provide for two dwellings.

It is accepted that the new dwelling will be visible from nearby dwellings, but that does not justify refusal in this situation, where normal standards of space about and between buildings are being met and the character of the proposal is in keeping with its surroundings in both scale and design.

Conclusions

There is no objection in principle as the proposal would not result in the creation of an additional unit, given the lawful use certificate granted last year. In its revised form the design and layout of the proposal is acceptable.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development must be begun not later than the expiration of three 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. Notwithstanding any denotation on the approved plans Samples of facing brickwork [including details of mortar colour], 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.

3. The detached garage building hereby approved shall not be used for any purpose which would preclude its use as a garage for housing private motor vehicles.

To safeguard the amenities of the neighbourhood.

4. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Classes A to E 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 or curtilage relevant to those classes shall be carried out without Planning Permission.

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.

5. This consent relates to the revised plans received by the Local Planning Authority on the 11 April 2006.

For the avoidance of doubt and as agreed with the applicants agent.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Control Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a „condition precedent“, the following should be also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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: HL1, HL2

PPG's/PPS's: PPS1, PPG3



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Fylde Borough Council

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Application No.	Address	Grid Ref.	Scale	Item No.
5/05/1083	Adjacent Budock Meadow Close, Wrea Green	E.3399 : N.4314	N.T.S.	

Item Number: 5

Application Reference: 06/0084		Type of Application:	Modification of Condition
Applicant:	Dr David Locke	Agent :	
Location:	1 RIBBLE POINT, 255, INNER PROMENADE, LYTHAM, LYTHAM ST ANNES		
Proposal:	MODIFICATION OF CONDITION 7 ON APPLICATION 02/392 TO REPLACE EXISTING OBSCURE GLASS WITH CLEAR GLASS.		
Parish:	St Leonards	Area Team:	Area Team 1
Weeks on Hand:	13	Case Officer:	Mr M Evans
Reason for Delay:	Due to staffing shortages		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

As this application only relates to the ground floor apartment, any overlooking of neighbouring properties as a result of the relaxation of this condition would be prevented by the tall walls that bound the site. As such, in regard to this ground floor apartment only, Members are recommended to amend the condition.

Reason for Reporting to Committee

The condition to which this application relates was originally imposed by Committee.

Site Description and Location

This application relates to a ground floor apartment in a recently completed development of residential flats. The window in question is located in the western elevation of the building and serves the kitchen.

Details of Proposal

Modification of condition to allow installation of clear glazing

Relevant Planning History

Application No	Development	Decision	Date
04/0211	Modification of condition no 7 re 02/0392 re obscure glazing	Appeal dismissed	8/12/04
02/0392	Residential development in 3 & 4 storey block of 12 apartments & garages (following demolition of 255 & 257 inner promenade)	Approved	5/2/03

Parish Council Observations

N/A

Statutory Consultees

None

Observations of Other Interested Parties

None Received

Neighbour Observations

None Received

Relevant Planning Policy

Fylde Borough Local Plan:

HL2

HL5

Other Relevant Policy:

PPS1: Delivering Sustainable Development

Site constraints

The application site is within the urban 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

This application relates to the ground floor only of a recently constructed block of apartments. A condition was imposed requiring windows in the western elevation to be fitted with obscure glazing. An application to remove the condition was refused by this Council for the following reason

"The use of clear glass in the rear facing windows would give rise to serious overlooking of the rear gardens of properties on Beach Avenue to the detriment of the amenities of the occupants. No special justification or mitigation has been presented to justify removal of Condition No. 7 on Planning Permission reference 5/02/392. "

A subsequent appeal was dismissed.

The current application relates solely to the ground floor apartment. As there are tall boundary walls to the site, any overlooking of neighbouring properties is severely restricted and this has been confirmed on site. Obviously the removal of the condition in relation to the upper floors would allow residents to look over the wall and into the gardens of neighbouring properties.

Conclusions

It is therefore considered appropriate to modify the condition on so far as it relates to the ground floor apartment only.

Recommendation

That permission be GRANTED and the existing condition be replaced with the following condition:

1. With the exception of the windows in the ground floor apartment, 1 Ribble Point, 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 non openable 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.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Control Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a „condition precedent“, the following should be also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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: HL4

PPG's/PPS's: PPS1



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Application No. 5/06/0084	Address 1 Ribble Point 255 Inner Prom, St Annes	Grid Ref. E.3343 : N.4274	Scale N.T.S.	Item No.

Item Number: 6

Application Reference: 06/0119		Type of Application:	Full Planning Permission
Applicant:	Mr and Mrs Mills	Agent :	S Tortely
Location:	THE HILL, PRESTON NEW ROAD, WESTBY, BLACKPOOL, FY		
Proposal:	PROPOSED ALTERATIONS AND INTERNAL ALTERATIONS TO EXISTING DWELLING		
Parish:	Westby with Plumptions	Area Team:	Area Team 1
Weeks on Hand:	12	Case Officer:	Mr P Hancock
Reason for Delay:	In order to secure design Improvements		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

Although a substantial proposal the secluded location of this site is such that neither neighbours nor the character of the area will be affected, and with the negotiated amendments the character of the original house will not be lost. As such the proposal is considered to be in line with Policy HL4 and Members are recommended to approve the application.

Reason for Reporting to Committee

The agent acts as design consultant for the council.

Site Description and Location

The Hill is a large detached dwelling located in a small copse of mature trees on the south side of Preston New Road, just west of the crossroads at Fox Lane and Weeton Road.

Details of Proposal

The proposal is for substantial extensions to this already substantial detached house. The extensions are primarily two storeys in height, with materials and roof pitches to match the existing. In addition, a conservatory is proposed across the rear (west elevation) of the house as extended. An existing pvc conservatory on this elevation is to be removed.

Relevant Planning History

None

Parish Council Observations

Westby with Plumptions Parish Council notified on 16 February 2006
Summary of Response

None received.

Statutory Consultees

N/A

Observations of Other Interested Parties

N/A

Neighbour Observations

None

Relevant Planning Policy

Fylde Borough Local Plan:

SP2: Development in rural areas

HL4: Extensions to rural dwellings

HL5: Extensions to dwellings

Other Relevant Policy:

PPS1: Delivering Sustainable Development

Site Constraints

The site is within an area allocated as countryside

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 proposal involves substantial extensions to this large house, which stands in its own grounds and is hidden from the road by the woodland within those grounds. Despite the extensive nature of the extensions, amounting to an enlargement of approximately 70% in both footprint and volume, the design is sympathetic and complements the existing. The integrity of the original is not compromised, and officer's views the extensions will not over dominate the original.

In terms of design, the majority of the features in the extensions reflect the design of the original dwelling, which is of good quality. The materials and detailing of the windows and glazing will be crucial to achieving the appropriate quality of development to fit sympathetically with the original, and for that reason a number of conditions are proposed to resolve those details before development commences.

Although a substantial proposal there are no objections in principle, as the secluded location is such that neither neighbours nor the character of the area will be affected, and with the negotiated amendments the character of the original house will not be lost.

Conclusions

In amended form the proposals are acceptable, and will not dominate or adversely affect the character of the existing house or the area generally.

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. This consent relates to the revised plans received by the Local Planning Authority on the 15th May 2006.

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

3. 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, size 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.

4. Drawings showing the detailed design of all windows and their surrounds shall be submitted to and approved in writing by the Local Planning Authority before development is commenced. Such design details shall include window surrounds, materials, reveals and glazing bars. The development shall thereafter be carried out in accordance with those approved details.

Such details are not clearly shown on the application and are necessary to ensure an appropriate standard of development.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Control Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a „condition precedent“, the following should be also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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, HL5

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1



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<p>Application No. 5/06/0119</p>	<p>Address The Hill Preston New Road, Westby</p>	<p>Grid Ref. E.3388 : N.4325</p>	<p>Scale N.T.S.</p>	<p>Item No.</p>

Item Number: 7

Application Reference:	06/0147	Type of Application:	Full Planning Permission
Applicant:	Duchy of Lancaster	Agent :	Smith Gore
Location:	WARDS HOUSE FARM, LEA LANE, SALWICK, PRESTON		
Proposal:	CIRCULAR 18/24 BY THE DUCHY OF LANCASTER FOR STEEL FRAME DUTCH FARM BUILDING AND EXTENSION TO EXISTING STEEL FRAME BUILDING FOR STORAGE.		
Parish:	Newton Clifton and Salwick	Area Team:	Area Team 2
Weeks on Hand:	9	Case Officer:	Ruth Thow
Reason for Delay:	Awaiting clarification of application from agent		

Summary of Recommended Decision: Raise Objections

Summary of Officer Recommendation

The proposed development fails to satisfy the necessary criteria set out in Policy SP2 of the Fylde Borough Local Plan, as altered (October 2005) and therefore is recommended that Members raise objections.

Reason for Reporting to Committee

This item is on the agenda as the Officer's recommendation is contrary to the views of Newton with Parish Council who specifically support the application.

Site Description and Location

The application site is Duchy land at Wards House Farm, approached from a track off Lea Lane, Salwick. It is within countryside area, as designated on the Fylde Borough Local Plan, as altered (October 2005).

Details of Proposal

This application is a circular 18/84 application for a steel framed dutch barn building and an extension to existing building to provide storage of hay and wood shavings. The new building would measure 30.6m x 15.2m x 7.5 metres in overall height, 5.4 metres to eaves height. The extension would measure 13.5m x 6m x 4.2 metres in height.

Relevant Planning History

Application No	Development	Decision	Date
00/0388	CIRCULAR 18/84 FOR MENAGE FOR USE BY HORSES	Raise No Objection	12/07/2000

Parish Council Observations

Newton with Clifton Parish Council notified on 24 February 2006
Summary of Response

"Specifically Support the Proposal" - no reasons have been submitted.

Statutory Consultees

Chief Land Agent - Rural Division

Messrs Smiths Gore have submitted a Notice of Proposed Development on behalf of the Duchy of Lancaster under circular 18/84 to erect two buildings for storage purposes. I undertook an inspection of the application site on 6 April 2006 whilst Mr R Helme, who is the Duchy's agricultural tenant of the farm and for whom the proposed development is intended for was present. The information provided provides the basis for the assessment of this appraisal.

Background Information

Mr Helme occupies Wards House Farm and as well as farming the unit, he operates a pet food/product wholesale supply business. The two buildings the subject of this application will provide additional storage for the two principal 'aspects of Mr Helme's operations namely hay and wood shavings. Whilst there are existing undercover facilities on site used for storing these two products Mr Helme explained that the area used for storing hay does not have the capacity to store the amount which he utilises throughout the year and the area used for storing shavings can store only small lorry deliveries and instead he wants to have articulated wagon size load deliveries which will be more economical.

Agricultural Land

The farm extends to 80 hectares (200 acres) and is contained within a ring fence and I note a plan of the farmland has been included with the application. The farm forms part of the Duchy of Lancaster's Salwick Estate and is occupied by Mr Helme on an agricultural tenancy. I was informed his father occupied the farm before him.

Enterprise

Historically and up to approximately 1990, Wards House Farm had been operated as a dairy farm keeping in the region of 100 dairy cows. Mr Helme's father ceased dairy farming and kept a commercial beef cattle and breeding ewe flock enterprise. This enterprise continued through to approximately 1997/98 when Mr R Helme started a farm diversification project which involved bagging hay for the small pet trade. This business is a wholesale operation selling the product to wholesale merchants and direct to retail pet shops. Over the years the scale of the operation has increased both in terms of the volume of products and range of products sold. Currently the operation constitutes production of hay from approximately 32 hectares (80 acres) of land which is baled and stored and as required (after it has cured) it is packed into small sealed plastic bags then palletised ready for dispatch off the farm. In addition to bagging hay, Mr Helme bags wood shavings and straw, although these two items are bought-in. Mr Helme also sells a range of other pet products including feed and different types of pet accommodation and I was informed that he makes timber dog kennels to sell. The pet product supply business constitutes the majority of Mr Helme's overall operations

run from this site. The business involves employees undertaking the product packaging and also deliveries. The other aspect of Mr Helme's enterprise constitutes the keeping of a commercial ewe flock of 400 mixed breed ewes. The sheep are extensively managed and are kept principally for maintaining the farmland in good condition. He also keeps seven suckler cattle and currently also has the calves which the cattle produce. The cattle are feed the residues from the hay and straw which are not packaged.

Existing Buildings

There are a small range of buildings on the unit consisting of traditional brick and modern portal frame structures and include the following:

1. Two adjoining 8 bays steel portal frame buildings erected approximately 20 years ago. One building measuring 26m x 23m x 4.8m eaves height fully enclosed with concrete block walling up to 2.4m high and profile asbestos/cement sheets/timber boarding above to roof height and a fibre/cement sheet clad roof. This building was erected to provide undercover grass silage storage. The building is now utilised as a store area using dexian racking for the range of products sold. The other building measures 36m x 12m x 3.6m eaves height which is also fully enclosed using concrete block walling to 2.4m with timber space boarding above. This building was erected to provide cow cubicle accommodation and house 100 cows. The cubicle beds have been removed and the area provides storage for the hay crop produced from the land.
2. A three bay steel frame building measuring approximately 13m x 25m with lean-to's on either side. The building is fully enclosed utilising a combination of timber and profile steel sheets sides and asbestos/cement roof. The building had been utilised for sheep housing and straw storage when the unit was intensively farmed. The building now houses the packing machine used for bagging hay, straw and shavings and also there is a bunker in which shavings are stored.
3. Two adjoining traditional brick built buildings, one formerly providing shippon and loose boxes used for livestock housing and the other a barn for storage. The building is currently utilised for housing the applicant's cattle.

Proposed Development

Two buildings are being applied for as follows:

1. A five bay steel portal frame building measuring 30.6m x 16.2m x 5.04m eaves height. The building is shown to be fully enclosed except for two bays on one side elevation which will remain open. The enclosed sides are shown to consist of concrete panels up to 1.8m high and profile steel cladding above to roof height. The roof will be clad using fibre/cement sheets (colour natural grey) with provision for natural roof lighting. I was advised by the applicant that it is his intention to only clad the building using profile steel sheets from roof height down to 1.8m above ground level. The area below this will remain open to provide ventilation.

The proposed site of the building is to the south of building (2) referred to above as this will utilise an existing yard area. It was evident that this area of the yard is being utilised for storing various items of plant, trailers and stone and I was informed that the Duchy of Lancaster have let this yard area to the plant operator firm 'Pete Marquis'. The letting had been for 12 months which terminated in February 2006 but it was clear the site as being

fully utilised. I was advised by Mr Helme that the Duchy will not be entering into a new letting for this use.

The intended use of the building will be for storing baled hay produced from the farmland at Wards House Farm.

2. A three bay steel portal frame building measuring 13.5m x 6.09m x 4.2m eaves height. The building will be fully enclosed using full height profile steel cladding allowing for access through the west facing gable end elevation. The roof will be clad using fibre/cement sheets with provision for natural roof lighting. The proposed site of the building will adjoin the northerly lean-to of building 2 above. The reason being because this building and the existing building will inter-relate as far as the proposed use is concerned.

The proposed use will be to provide storage for wood shavings which Mr Helme purchases to pack and sell as pet products. The dimensions of the building have been proposed so as this will accommodate the trailer section of an articulated wagon. On this basis the size of the building will store a load of shavings.

Assessment

I feel from the submissions made that it is not clear as to the applicant's intended basis of use of the application buildings. It was evident from my discussions that neither the Duchy or Mr Helme have regularised with you the use of the premises in accordance with the pet product enterprise. The two proposed buildings will be used in conjunction with the pet product enterprise although the hay storage will relate to hay produced from the premises (i.e. an agricultural operation) whereas the shavings will be a bought-in product.

I feel in view of the circumstances surrounding the submission of this application/notice of proposed development, that prior to the determination of this application that it will be necessary to establish whether the existing pet supply business is an appropriate operation undertaken on this premises. It is evident that the enterprise is utilising former agricultural buildings which would be available for hay storage if the current use were not taking place.

In view of this, I am proposing to comment upon the suitability of the application buildings on the basis that existing buildings will continue to be utilised as at present except for the existing hay store which is intended to provide extended storage area for the pet products prior to dispatch:

1) The Proposed Hay Store/Dutch Barn

The objective of erecting this building is to provide more storage space and more headroom in order to park a loaded trailer under cover as the existing building does not have sufficient headroom. A further objective is a need to separate the hay from the packed pet products. I was advised that the existing situation with the baled hay and packed products being stored next to each other presents an insurance issue which will be overcome by having separate facilities.

I consider the floor area of the proposed building is appropriate for the scale of hay production undertaken on the unit. The proposed facility will provide greater storage area but not to what I feel would be excessive. I discussed with Mr Helme the need for the height of eaves proposed and he agreed that the eaves height of the building does not have to be as high as 5.5m. It was agreed that 4.8m would be sufficient to meet the applicant's

objective.

I feel the proposed site makes the building detached from other buildings within the yard area. However, the proposed site enables the applicant to utilise the existing yard area for access and also to provide a floor for the building. I feel there are alternative sites which both utilise the yard area to provide the base for the building or just to provide access, but feel this will be concerned with which sites provides the least visual impact. It is evident there is some scope to reduce the eaves height if necessary. Whilst the submitted plans identify the lower 1.8m being enclosed using concrete panels I would advise that these are left open for ventilation.

2. The Proposed Shavings Store

Notwithstanding whether the principle of the application is accepted, I consider the dimensions of the building are appropriate for the proposed use. However, there is a discrepancy on the plan as to the intended eaves height. When I raised this with Mr Helme he advised me that 4.2m would be adequate rather than 4.8m. The siting of the building is determined due to the need to transport the shavings to the packing machine and as such, I feel this is appropriate.

I expect you will have your own views at the appropriate colour of the cladding materials although I expect the reason for proposing natural grey sheets to the roof is because the existing steel frame buildings are clad with these.

Observations of Other Interested Parties

None

Neighbour Observations

N/A

Relevant Planning Policy

Lancashire Structure Plan:

Policy 5: Development in rural areas

Fylde Borough Local Plan:

SP2	Development within countryside area
SP8	Reasonable expansion of existing businesses in rural areas
SP9	Diversification of farm holdings

Other Relevant Policy:

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

Site Constraints

The site is within the Countryside 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 issues for consideration in determining this application are the criteria set out in Policies SP2, SP8 & SP9 of the Fylde Borough Local Plan, as altered (October 2005).

Policy SP2 states that development will not be permitted except where the proposal is essentially required for the purposes of agriculture, horticulture, or forestry, or other uses appropriate to a rural area, including those provided for in other policies of the plan which would help diversify the rural economy.

The applicant and his Father operated Wards House Farm as a dairy farm, ceasing in 1990 to keep a commercial beef cattle and breeding ewe flock up until 1997/98. When the applicant diversified the farming enterprise into a wholesale operation for the small pet trade. This involves the production of hay, which is then baled stored and packed into small bags ready for despatch. The applicant also buys in other products, including wood shavings and pet feed products which are then sealed and distributed. This also involves other employees undertaking product packaging and deliveries.

This application proposes a new building for the storage of hay and an extension to the rear of existing buildings for the storage of wood shavings. The new building is proposed to be sited in on an area of land to the south of the farm house and the existing farm buildings on an area of yard that is currently used by a local contractor for the storage of plant equipment, trailers and stone. Permission for this use of the land had been sought from the Duchy, although the Local Planning has not been consulted on the additional use/diversification of the farmstead. The land agent was informed that the 12 months lease from the Duchy for this use has now expired, although at the time of the application the site was still occupied.

Whilst the development proposes a building for the storage of hay, an agricultural enterprises, there are concerns over the location of the building, in an isolated part of the unit and the size of the building. The extension would be located to the rear of the existing buildings and would in-fill an area currently used for storing rubble and would not represent a further intrusion into open countryside.

Whilst the proposed extension in itself, is acceptable in terms of its appearance, the erection of the Dutch frame barn in the proposed location and of the scale indicated, would represent a detriment to the visual amenity and character of the countryside.

Whilst the production and storage of hay is an agricultural use, the use of proposed extension would not appear to be essential for agriculture, horticulture or forestry being intended to be used for the applicants pet product enterprise.

Although Policy SP8 & SP9 of the Local Plan allow for the reasonable expansion of existing businesses and the erection of buildings to help in the diversification of the farm unit, to date no consultation has taken place with the local planning authority with regard to the diversification of the unit. As such it is not considered appropriate to erect any buildings to facilitate the expansion of an unauthorised use.

The Officer's have contacted the applicant's agent with regard to the diversification of the farming enterprise and advised of their concerns with regard to the new building and the fact that the primary use of the farm would no longer appear to be agricultural and that this change of use requires authorisation. To-date there has been no response from the applicant's agents.

Conclusions

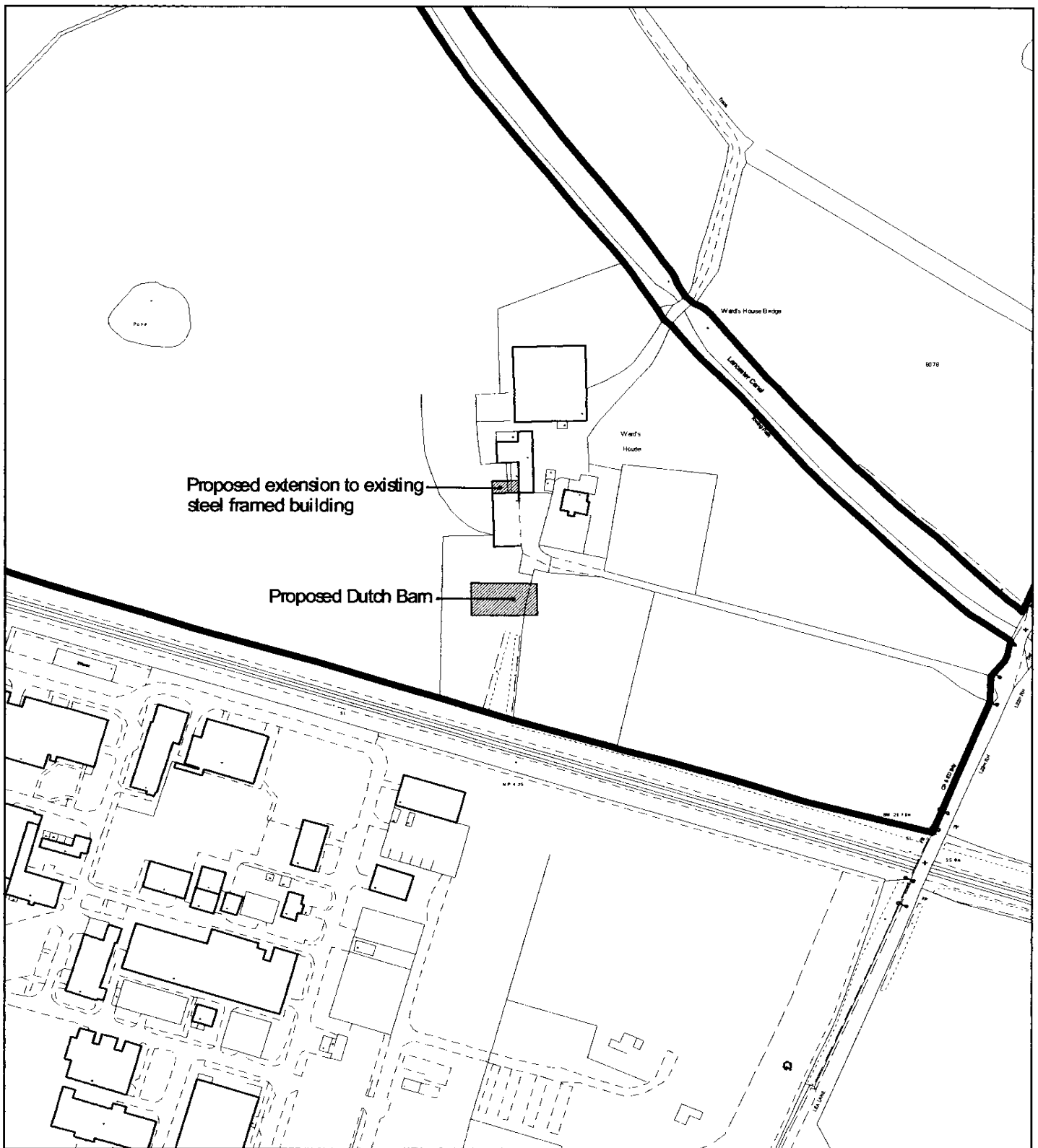
In view of the above it is the Officers opinion that objections to the proposal should be raised. As the development fails to satisfy criterion 1 of Policy SP2 in that the proposal is not essentially required for agriculture, horticulture or forestry. The development also fails to satisfy criterion 5 of Policy SP2 in

that scale and location of the proposed building would represent a detriment to the visual amenity of the countryside.

Recommendation

That Objections should be raised for the following reasons:

1. The proposed development would by reason of scale, design and location constitute a visually obtrusive feature within the open countryside and would thus be contrary to the provisions of criterion 5 of Policy SP2 of the Fylde Borough Local Plan, as altered (October 2005).
2. The proposed development is contrary to Policy SP2 of the Fylde Borough Local Plan, as altered (October 2005) in that its purposes are not essentially required for agriculture, horticulture or forestry and does not satisfy the necessary criteria.
3. The proposal includes provision for the expansion of a business that has not been authorised under the provisions set out in Circular 18/84



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Application No. 5/06/0147	Address Wards House Farm Lea Lane, Salwick	Grid Ref. E.3476 : N.4317	Scale N.T.S.	Item No.

Item Number: 8

Application Reference: 06/0165		Type of Application:	Full Planning Permission
Applicant:	Mr J H Duckworth	Agent :	
Location:	GREENACRES, BLACKPOOL RD, NEWTON, PRESTON, PR4 0X		
Proposal:	CARAVAN PORT- RETROSPECTIVE		
Parish:	Newton Clifton and Salwick	Area Team:	Area Team 2
Weeks on Hand:	5	Case Officer:	Ruth Thow
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

This application is a retrospective application for the erection of a 'caravan-port', following a complaint received by the authority, although no objections or comments were raised by neighbouring occupiers during the processing of the application. It is considered that the development satisfies all the criteria set out on Policy HL5 of the Fylde Borough Local Plan, as altered (October 2005) and is therefore, recommended for approval by Members.

Reason for Reporting to Committee

This item is on the agenda as the Officer's recommendation is contrary to the views of Newton with Clifton Parish Council.

Site Description and Location

The application site is Greenacres, Blackpool Road, the property is a detached hipped roof bungalow, accessed from a shared drive with the adjoining property, 'Adwin'. It is within the area designated as urban on the Fylde Borough Local Plan, as altered (October 2005)

Details of Proposal

This application is a retrospective application for a caravan port to the front elevation of the property, measuring 3.7 metres wide by 6 metres in length to a height of 3 metres. It is constructed using timber posts, supporting a clear perspex sheet roof.

Relevant Planning History

None

Parish Council Observations

Newton with Clifton Parish Council notified on 08 March 2006
Summary of Response

"The proposed development is considered to be visually detrimental to the character of the area is contrary to criterion 1 of policy HL5 of the local plan, by reason of it's design, materials, size and location and constitutes an incongruous feature in relation to the existing streetscene that is detrimental to its visual amenity".

Statutory Consultees

Environment Directorate

"No objection to this proposal".

Observations of Other Interested Parties

N/A

Neighbour Observations

None received.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:
SP1 Development within settlements
HL5 House extensions

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Site Constraints
The site is within the urban 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

This application is a retrospective application. The main issues for consideration in determining this application are the criteria set out in Policy HL5 of the Fylde Borough Local Plan, as altered (October 2005).

These criteria refer to the visual impact of the development on the character of the existing property and the wider area. The caravan port has been built to the front elevation of the bungalow, attached to an existing garage. It is an open frame construction, using timber posts and corrugated, translucent roof sheets. It is approximately 17 metres from the highway, where there are large mature trees and hedging, acting as screening for the development. As the design of the caravan port is such that it is not a solid construction, this together with the landscaping to front of the property screens the caravan port and therefore, the development does not represent a dominant feature nor is it a visual detriment to the character of the area..

The development is positioned adjacent to the boundary with 'Beechfield' and whilst it is clearly visible to the occupiers of this property, given the 'stepped' position of the properties and a distance of approximately 12 metres from the caravan port to the front elevation of the adjacent property, no loss of sunlight or daylight would occur as a result of the development to any neighbouring property.

There are no objections from County Highways and the development does not result in a loss of car parking available to the property.

Conclusions

It is considered that given the lightweight structure of the development it does not represent a visual detriment nor adversely effects the amenities of the occupiers of neighbouring properties, the development satisfies the criteria of Policy HL5 of the Fylde Borough Local Plan, as altered (October 2005).

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. Within 3 months of the date of this permission, all woodwork details shall be finished and thereafter maintained in dark stain/paintwork to the satisfaction of the Local Planning Authority.

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

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Control Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a „condition precedent“, the following should be also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the

only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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.

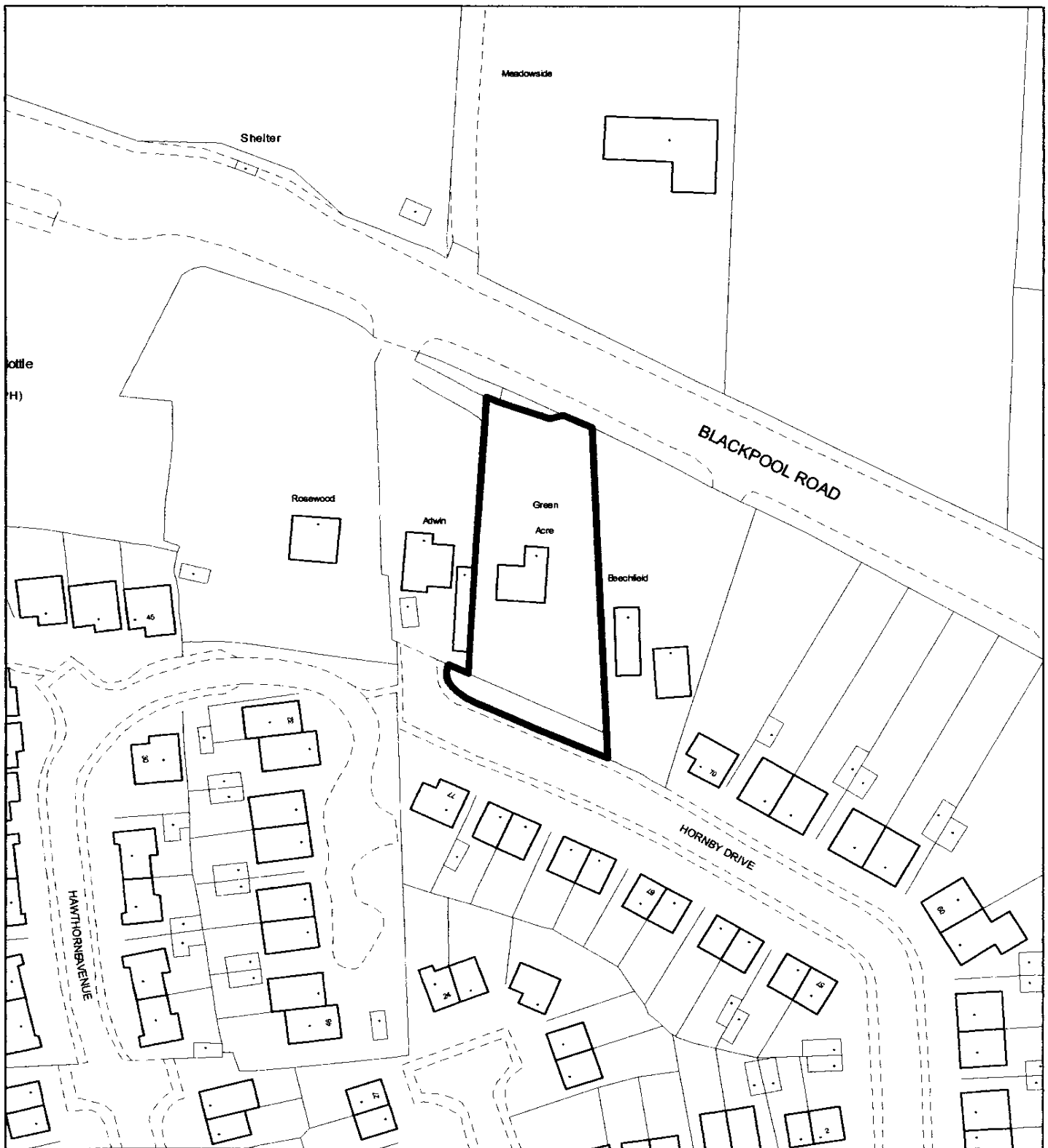
The Joint Lancashire Structure Plan.

and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: HL5

PPG's/PPS's: PPS1 Delivering Sustainable Development



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Application No. 5/06/0165	Address Greenacres Blackpool Road, Newton	Grid Ref. E.3447 : N.4311	Scale N.T.S.	Item No.

Item Number: 9

Application Reference: 06/0257		Type of Application: Full Planning Permission	
Applicant:	Mr Patinson	Agent :	Mr Stephen Gee
Location:	113 FRECKLETON STREET, KIRKHAM, PRESTON, PR4 2SQ		
Proposal:	TWO STOREY EXTENSION TO SIDE, FRONT PORCH.		
Parish:	Kirkham	Area Team:	Area Team 1
Weeks on Hand:	6	Case Officer:	C & A Planning
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

This application seeks to erect a two storey extension to a property within the urban settlement boundary. The proposal is considered to meet all the criteria set out in Policy HL5 of the local plan and as such is considered acceptable.

Reason for Reporting to Committee

The officer recommendation differs from that of the Parish Council

Site Description and Location

This detached, two storey, rendered dwelling on southern edge of the settlement of Kirkham, close to junction of Freckleton Street and Kirkham by-pass. To the south of the site is an area of open land which has planning permission for residential development as has the disused former petrol station also to the south of the site.

Details of Proposal

Erection of two storey extension to be erected on south side of dwelling, 4 metres wide x 7.7m long x 6.6 m high to match existing ridge. The dwelling currently has a front gable and the proposed extension would have a new side gable. The external appearance would be of render over blockwork to match the existing dwelling. The roof is to be tiled to match the existing.

Proposed front porch, projects 2.1m from front of building x 9.2m wide (full width of dwelling as extended) x 3.4m high to a hipped roof.

The materials and design will be to match the existing.

Relevant Planning History

Application No	Development	Decision	Date
05/0325	CONSERVATORY TO REAR	Granted	23/06/2005

Parish Council Observations

Kirkham Town Council Summary of Response

Object to the proposal as the development would be an over intensive use of the site allied to current concern regarding the capacity of the drainage system in this location.

Statutory Consultees

None

Observations of Other Interested Parties

N/A

Neighbour Observations

None received

Relevant Planning Policy

Fylde Borough Local Plan:
HL5 – House Extensions

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Site Constraints
The site is within the urban 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 proposal is to extend a detached dwelling which is the last house on this part of the road adjacent to an area of open land (with planning permission for residential development). The design of the proposed extension and the materials to be used are in keeping with the existing dwelling and would not lead to any detrimental impact on the street scene or the character of the residential area.

Due to the distances between the dwelling to be extended and the neighbouring properties, the proposed extension would not give rise to an overlooking issue.

It is therefore considered that the proposal in terms of its scale, design and external appearance is in

keeping with the existing building and does not adversely affect the street scene. In addition, the amenities of nearby residents will not be unduly prejudiced by loss of privacy, daylight, or by the creation of an overbearing development.

Sufficient garden area will remain to serve the occupants' needs and the dwelling already has a double garage. Also, sufficient external parking/manoeuvring space will remain. Therefore, the proposal does not reduce the availability of private off street car parking to an unacceptable level. The vehicular access will remain unaltered, hence the safety of vehicular access to the site will not be prejudiced.

The proposed extension will be constructed on an existing area of hard standing. As such the amount of surface water run off will be no different to the existing situation.

Conclusions

The proposed development is considered to be in line with the criteria set own in policy HL5 and as such Members are recommended to approve the application.

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 3 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 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.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

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In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

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:
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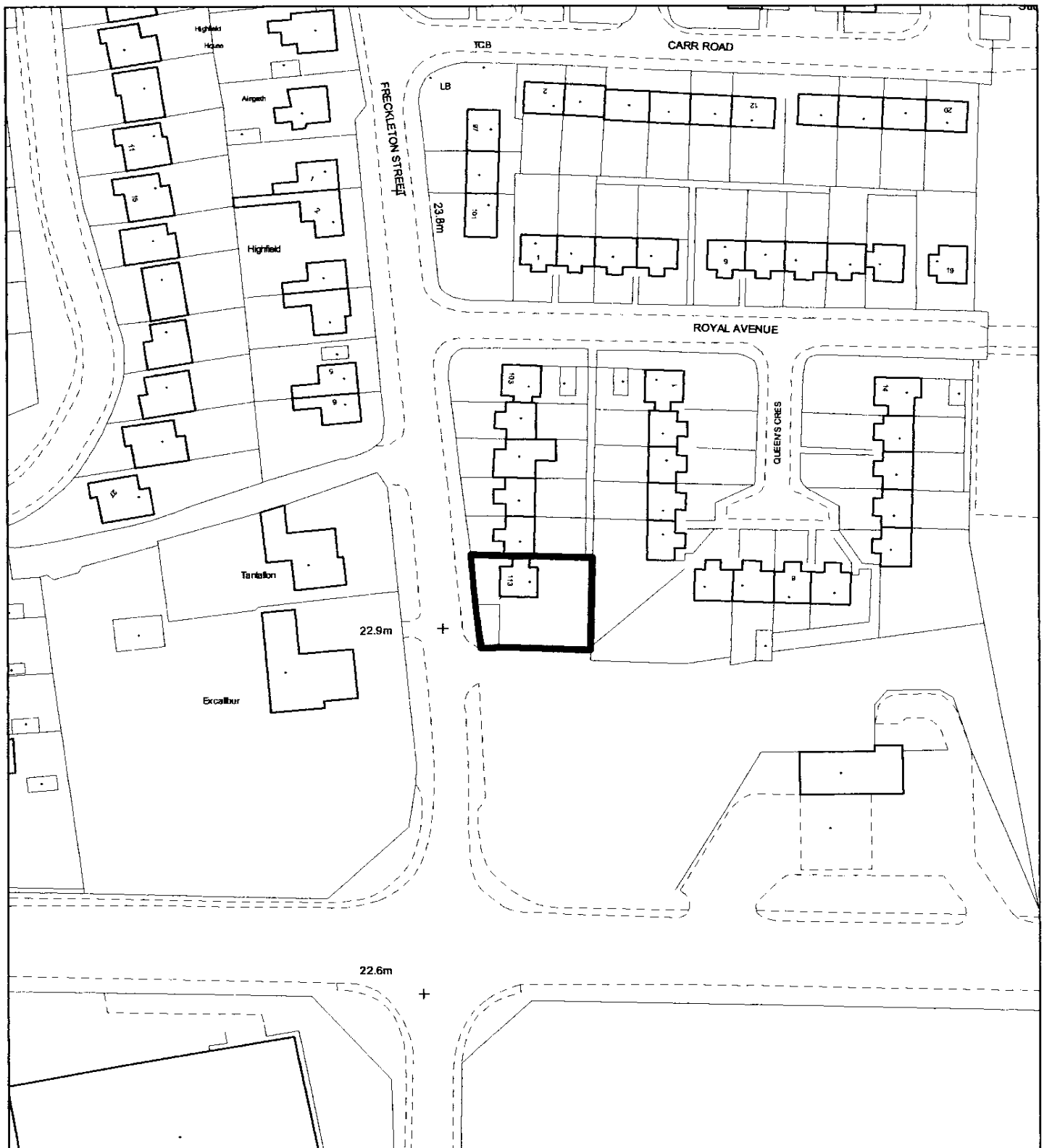
The Joint Lancashire Structure Plan.

and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: HL5

PPG's/PPS's: PPS1



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Application No. 5/06/0257	Address 113 Freckleton Street Kirkham	Grid Ref. E.3427 : N.4317	Scale N.T.S.	Item No.

Item Number: 10

Application Reference: 06/0269		Type of Application: Full Planning Permission	
Applicant:	Mr M Cuffs	Agent :	Robert Newman
Location:	243 CLIFTON DRIVE SOUTH, ST ANNES, LYTHAM ST ANNES		
Proposal:	CHANGE OF USE FROM RESIDENTIAL CARE HOME TO PERFORMING ARTS CENTRE. ALSO PROPOSED ALTERATIONS		
Parish:	Clifton	Area Team:	Area Team 2
Weeks on Hand:	5	Case Officer:	Mrs C Kitching
Reason for Delay:	Not applicable		

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

It is considered that the proposal would have a detrimental impact upon highway safety. Members are recommended to refuse the application.

Reason for Reporting to Committee

The application is on the agenda as the Officer's recommendation for refusal is contrary to the Parish Council's views.

Site Description and Location

This application relates to a vacant residential care home property on the corner of Osborne Road and Clifton Drive South in a residential area of St Annes.

Details of Proposal

The application is to convert the building, which has been extended at the rear, to a centre for the teaching of performing arts.

There would be music rooms and dance rooms at ground floor, first floor and second floor and the owner's flat would be on the second floor.

The former ground floor dining room would be used as a refreshment room

The only external alteration would be changing a window on the west elevation at ground floor level to a door.

Relevant Planning History

None relevant

Parish Council Observations

St Anne's on the Sea Parish Council specifically support the proposal.

The Council believes it is refreshing to see a period building retained even though there are alterations internally. It is also refreshing it is not being turned into flats and the council strongly supports the proposal

Statutory Consultees

County Highways Authority

I am most concerned about the highway implications of this proposal.

There are no specific rules as to parking levels for this type of use, but one space per 'classroom' would not be inappropriate, plus the dance studios plus operational space.

In this instance 10 off-road spaces would not be unreasonable and this doesn't include the flats on the upper floors.

Of the 12 spaces proposed, only 7 are actually useable which will lead to on-road parking, either on Osborne Road or Clifton Drive, neither of which are acceptable in this residential area, or on the classified principle road.

Lastly the proposed access is too close to Clifton Drive South. Left-turning traffic from Clifton Drive does not have adequate warning or visibility of stationary traffic waiting to turn into the premises and this could lead to shunt-type accidents.

If the proposal is to be acceptable in highway terms, more usable, off-street parking needs to be created with a safer access/egress onto Osborne Road.

Consumer Wellbeing and Protection

No objection subject to measures being carried out to meet noise control legislation that do not materially affect the application.

Observations of Other Interested Parties

Lytham St Annes Civic Society:

We are concerned at the potential for noise generation in a residential area from the centre and also traffic generation at night

Neighbour Observations

5 letters of objection received:

- owing to layout of plots on Osborne Road, residents parking is often on-street and the proposal would exacerbate a critical parking situation
- late night noise in residential area
- impact on character of area
- impact on nearby residential properties from noise from traffic and music or from students overlooking adjacent properties
- threat of front garden area being redeveloped
- increased traffic generation

Relevant Planning Policy

Fylde Borough Local Plan:

SP1	Development within settlements
TR9	Car parking within new developments
TR10	Car park design

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

There are no specific Local Plan policies relating to the proposed use and the material considerations are impact on the amenities of neighbouring residential properties and highway safety.

The building is detached and there is no objection to the proposal based on the potential impact on nearby residential properties from noise from the music and dancing.

There would be little potential for loss of privacy to the occupiers of the adjacent property at 1 Osborne Road from overlooking through the small first and second floor windows on the rear elevation. A performing arts centre would generally result in less potential for overlooking than the previous use of residential care home.

The adopted Parking Standards do not specify off-street car parking levels for this particular use, however the County Highway Authority has indicated that 10 spaces for clients would be a minimum. Far fewer spaces could be achieved at the side and rear of the building.

Although a minimum of 10 spaces could be achieved if the front garden area was used, the green front amenity spaces to the buildings along this part of Clifton Drive South contribute to the character of the area and the laying of a hard surface at the front for a very small number of spaces would be detrimental to the street scene at Clifton Drive South.

Furthermore, the County Highway Authority considers that the position of the proposed vehicular access on Osborne Road would result in a unsafe highway situation.

A new use for the building would be advantageous to the character and appearance of the area, however, the expected vehicle generation cannot be accommodated at this location and therefore the officers cannot recommend favourably on this proposal.

Conclusions

The proposal is considered unacceptable owing to the impact on highway safety and conflicts with the Local Plan car parking policies (TR9 and TR10). Accordingly, Members are recommended to refuse planning permission.

Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposal does not make adequate provision for the parking of vehicles within the curtilage of the site, in accordance with the standards adopted by the Local Planning Authority and as such is likely to give rise to conditions which are prejudicial to the free flow of traffic on the adjoining highway. Therefore the proposal conflicts with policy TR9

of the Fylde Borough Local Plan As Altered.

2. The location of the proposed access in close proximity to the junction of Clifton Drive South with Osbourne Way, would result in restricted visibility of vehicles standing on the highway waiting to enter the site which would be detrimental to highway safety.



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Application No. 5/06/0269	Address 243 Clifton Drive South St Annes	Grid Ref. E.3328 : N.4282	Scale N.T.S.	Item No.

Item Number: 11

Application Reference: 06/0275		Type of Application: Advertisement Consent	
Applicant:	Whitbread Restaurant PLC	Agent :	Mr Sam Coultrip
Location:	BELL & BOTTLE, BLACKPOOL RD, NEWTON, PRESTON		
Proposal:	ADVERTISEMENT CONSENT FOR EXTERNALLY ILLUMINATED DOUBLE SIDED, FREESTANDING PROMOTIONAL DISPLAY UNIT AT PUB FRONTAGE - RETROSPECTIVE		
Parish:	Newton Clifton and Salwick	Area Team:	Area Team 2
Weeks on Hand:	4	Case Officer:	Mrs C Kitching
Reason for Delay:	Not applicable		

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

The main issues for consideration in this application are contained within PPG19. It is considered that the proposal would have a detrimental impact upon the visual amenities of the area. Members are recommended to refuse advertisement consent.

Reason for Reporting to Committee

The application is on the agenda as the Officer's recommendation for refusal is contrary to the Parish Council's views.

Site Description and Location

This application relates to a public house on the corner of Blackpool Road (A583) and Bryning Lane which is a large site at the north west corner of the settlement of Newton.

Details of Proposal

This application is for the proposed display of an externally illuminated freestanding advertisement board sign situated in the hard landscaped / car park area at the front corner of the site so that it can be seen on both Blackpool Road and Bryning Lane.

The advertisement is in-situ and the application is made retrospectively.

Relevant Planning History

Application No.	Development	Decision	Date
03/0352	ADVERTISEMENT CONSENT TO DISPLAY VARIOUS ILLUMINATED FASCIA & FREE	Granted	21/05/2003

	STANDING SIGNS		
87/0404	VARIOUS ILLUMINATED SIGNS	Granted	12/08/1987
88/0468	CAR PARK & SIGNAGE LIGHTING	Granted	07/09/1988
91/0019	DISPLAY VARIOUS EXTERNALLY ILLUMINATED SIGNS	Granted	27/03/1991

Parish Council Observations

Newton with Clifton Parish Council (notified on 11 April 2006)
Summary of Response

Specifically support the proposal but do not state any reasons

Statutory Consultees

County Highway Authority

No objections

Observations of Other Interested Parties

None

Neighbour Observations

None

Relevant Planning Policy

Fylde Borough Local Plan:

SP1

Development within settlements

Other Relevant Policy:

PPG19: Outdoor Advertisement Control

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 to be adjudged against the PPG19 that states that advertisements can only be determined in respect of public safety and visual amenity.

Although the pub forecourt is within the boundary of the settlement, the site is prominent from the countryside. Advertisements sited within countryside areas should of a high standard of design and assimilate well visually into the immediate area and this level of regard should be paid to this application given the siting of the advertisement at the front corner of the site.

The advertisement board is of insubstantial form, is significantly elevated above ground, is affixed to thin metal posts and is not integrated into the landscaped area in which it is sited to the extent that the advertisement appears isolated and does not respect the appearance of the pub car park / frontage.

There is an existing freestanding advertisement structure at the pub car park / frontage situated further east along Blackpool Road which is located on a similar line to the proposed advertisement. The

proposed advertisement will be seen in conjunction with this larger advertisement to the extent that the resultant level of advertisement will result in advertisement clutter to the detriment of visual amenity.

As such the proposed advertisement harms the visual amenities of the area and therefore conflicts with PPG19.

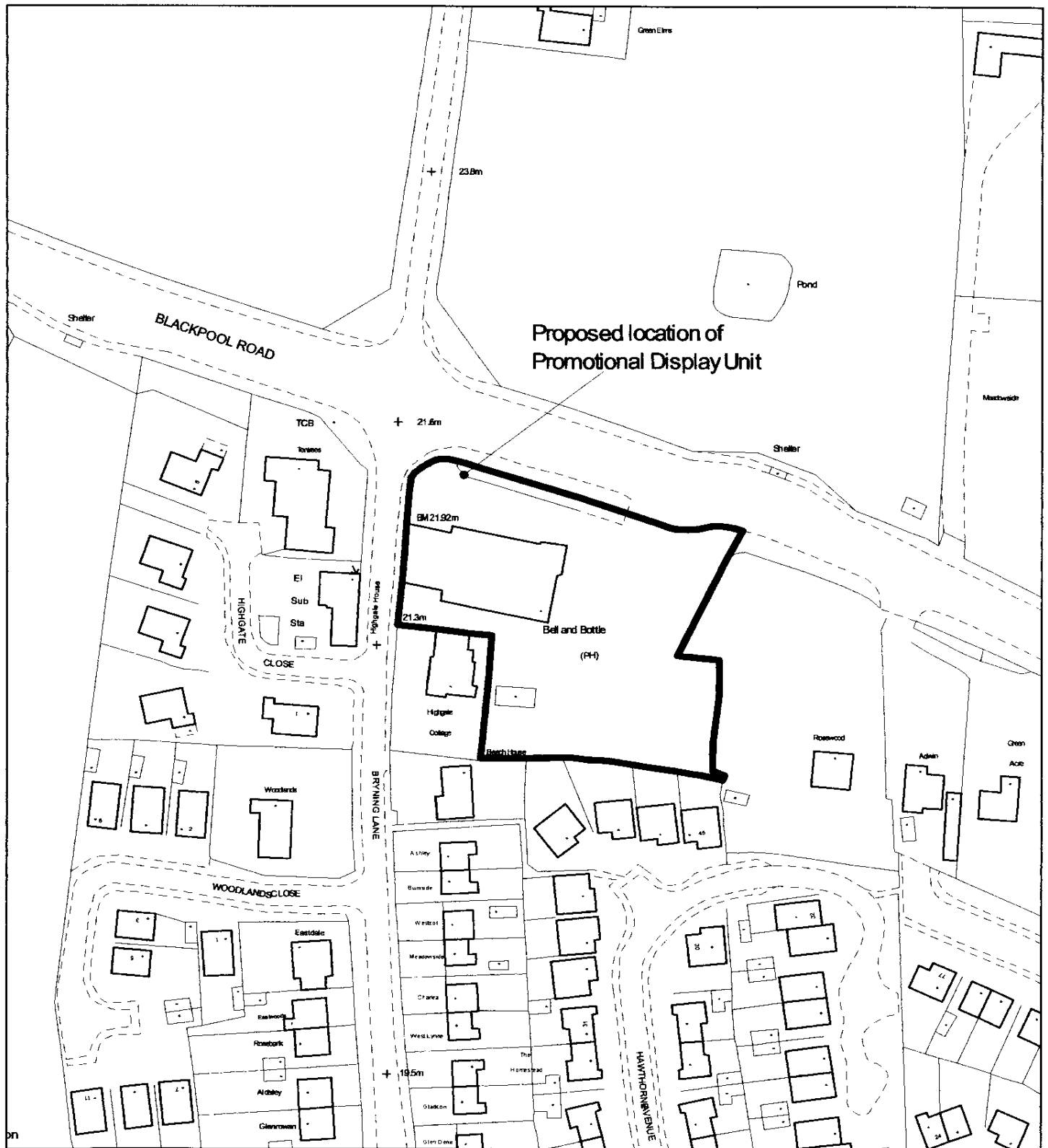
Conclusions

The proposal conflicts with government guidance and is considered unacceptable. Accordingly Members are recommended to refuse advertisement consent.

Recommendation

That Advertisement Consent be REFUSED for the following reasons:

1. The proposed advertisement, by reason of its size, form, design, use of materials and siting would constitute a prominent and obtrusive feature to the detriment of the visual amenities in this location and thereby would be detrimental to the character of the street picture and contrary to the provisions of PPG19.
2. The proposed advertisement would, by reason of it's siting in relation to the existing freestanding advertisement, result in a proliferation of advertisements to the visual detriment of the amenity of the area as a whole.



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Application No. 5/06/0275	Address Bell and Bottle Blackpool Road, Newton	Grid Ref. E.3446 : N.4311	Scale N.T.S.	Item No.

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