



Minutes

DEVELOPMENT MANAGEMENT COMMITTEE

Date:	Wednesday, 11 January 2017
Venue:	Town Hall, St Annes
Committee Members:	Councillor Trevor Fiddler (Chairman) Councillor Richard Redcliffe (Vice-Chairman) Councillors Christine Akeroyd, Jan Barker, Neil Harvey, Kiran Mulholland, Barbara Nash, Linda Nulty, Liz Oades, Sandra Pitman, Albert Pounder, Heather Speak.
Other Members:	Councillors Frank Andrews, Brenda Blackshaw, Maxine Chew, Susan Fazackerley, Paul Hayhurst, Edward Nash, Ray Thomas
Officers Present:	Mark Evans, Andrew Stell, Anita Elliott, Clare Lord, Kieran Birch, Rob Buffham, Lyndsey Lacey-Simone.
Other Attendees:	Approx 52 members of the public were present during the course of the day.

Public Speaking at the Development Management Committee

The Vice-Chairman, Councillor Richard Redcliffe invited those members of the public who had registered to speak on individual planning applications (listed on the schedule) to address the committee at the relevant part of the meeting.

1. Declarations of interest

Members were reminded that any disclosable pecuniary interests should be declared as required by the Localism Act 2011 and any personal or prejudicial interests should be declared as required by the Council's Code of Conduct for Members.

The Chairman, Councillor Trevor Fiddler declared a personal interest in planning application no 16/0848 relating to Willow View Cottage, Kirkham Road, Freckleton in so far as he is a friend of the family.

Councillor Barbara Nash declared a personal and prejudicial interest in planning application 16/0639 relating to The Gables, 35 -39 Orchard Road, St Annes and withdrew from the meeting during the discussion and voting thereon.

Councillor Edward Nash (a non-member of the committee who was in attendance at the meeting) declared a personal and prejudicial interest in planning application 16/0639 relating to The Gables, 35 -39 Orchard Road, St Annes and withdrew from the meeting immediately after speaking on the matter under the public speaking arrangements.

Councillor Paul Hayhurst (a non-member of the committee who was in attendance at the meeting) declared a personal and prejudicial interest in planning application 16/0180 relating to Land North of Mill Lane, Elswick and withdrew from the meeting immediately after speaking on the matter under the public speaking arrangements.

2. Confirmation of Minutes

RESOLVED: To approve the minutes of the Development Management Committee meetings held on 30 November, 1 December and 7 December 2016 as a correct records for signature by the Chairman.

3. Substitute members

The following substitution was reported under Council procedure rule 25:

Councillor Sandra Pitman for Councillor Michael Cornah.

Decision Items

4. Development Management Committee

The Committee considered the report of Mark Evans (Head of Planning and Regeneration) which set out the various planning applications. A copy of the Late Observation Schedule was circulated at the meeting.

Following detailed consideration of each application, it was RESOLVED to decide the applications as stated in the schedule attached.

(The Vice-Chairman, Councillor Richard Redcliffe was in the chair during the consideration of planning application 16/0848 relating to Willow View Cottage, Kirkham Road, Freckleton).

(Councillor Albert Pounder was not in attendance during the consideration and voting on planning applications nos: 15/0114, 16/0062, 16/0857, 16/0903, 16/0730, 16/0848).

(Councillor Kiran Mulholland was not in attendance during the voting on planning applications nos 16/0062, 16/0857, 16/0903, 16/0730, 16/0848).

(Councillors Kiran Mulholland and Heather Speak requested that their names be recorded as having voted against deferral of planning application no 16/0639 relating to the Gables, Orchard Road, St Annes)

(Councillor Neil Harvey requested that his name be recorded as having voted against approval of planning application no 16/0903 relating to Valentines Kennels, Wildings Lane, St Annes).

Information Items

5. Planning Appeals

This information report provided details of appeal decision letters received between 24/11/2016 and 21/12 2016.

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Item Number: 1

Application Reference:	15/0114	Type of Application:	Outline Planning Permission
Applicant:	Lancashire County Council	Agent :	Eric Wright Group
Location:	LAND ON THE NORTH & SOUTH SIDE OF OLD HOUSE LANE, WESTBY WITH PLUMPTONS		
Proposal:	OUTLINE APPLICATION FOR MIXED USE DEVELOPMENT OF UP TO 265 DWELLINGS AND 1.5 HECTARES OF EMPLOYMENT DEVELOPMENT (CLASS B1A/B1B/B1C/B2/B8) WITH ACCESS FROM WESTBY CLOSE AND WITH EMERGENCY ACCESS FROM OLD HOUSE LANE AND BOARDMANS WAY AS REQUIRED. ALL MATTERS OTHER THAN ACCESS TO BE RESERVED		

Decision

Outline Planning Permission: Delegated to Officers

Authority is delegated to the Head of Planning and Regeneration to GRANT planning permission subject to the following:

- Submission of a satisfactory drainage scheme for the site and the withdrawal of objections to the site drainage arrangements from the Environment Agency and Lead Local Flood Authority
- the completion of a Section 106 agreement in order to secure necessary infrastructure works
- a series of planning conditions

Suggested Heads of Terms of S106 Agreement

- provision, retention and operational details for 30% of the proposed dwellings to be affordable properties,
- a financial contribution of up to £1000 per dwelling towards public realm improvements on Whitehills estates
- a financial contribution to be determined towards primary and secondary education
- Improvement to Cropper Road/Whitehill Road/School Road Roundabout. Trigger point - occupation of 75th residential dwelling. Planning Contribution Request => £20,000
- Improvement to the A583/Whitehill Road Traffic Signals. Trigger point - occupation of 50th residential dwelling. Planning Contribution Request => £50,000
- Pedestrian and Cycle Improvements to enhance connectivity to the wider network. Trigger point - occupation of 100th residential dwelling. Planning Contribution Request => £120,000
- Public Transport. Trigger point – 1st payment of £120,000 on occupation of 50th residential dwelling (then second payment of £120,000 after a further 12 months). Funding contribution => £240,000
- Travel Plan (TP). Trigger point – 1st occupation on site Funding contribution £18,000

- Use of the site for provision as a compound for the M55 to Heyhouses Link Road construction.

The agreement will be expected to meet the full amounts quoted above in all cases, unless a viability appraisal has been agreed with the Local Planning Authority.

The Planning permission be subject to the following conditions (or any amendment to the wording of these conditions or additional conditions that the Head of Planning & Regeneration believes is necessary to make otherwise unacceptable development acceptable):

Conditions and Reasons

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

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

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

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

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

Nos. (1,2,3 & 5)

(Reserved matters are:-

1. Layout
2. Scale
3. Appearance
4. Access
5. Landscaping

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

3. Prior to the commencement of the development hereby approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority which shall demonstrate how the infrastructure including the proposed vehicular access and services to the proposed employment land shall be delivered. Full details of the proposed pedestrian, emergency accesses and bus gates and how they will be delivered, controlled and maintained shall also be submitted. This scheme shall be implemented to the satisfaction of the Local Planning Authority, prior to the occupation of the first dwelling.

In order to ensure a satisfactory comprehensive development of the whole site.

4. A detailed scheme of landscaping for the proposed landscape buffer shall be submitted to and approved in writing by the Local Planning Authority, prior to construction of the development

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hereby approved. The landscaped buffer shall be implemented simultaneously with the residential development to the satisfaction of the Local Planning Authority and maintained in perpetuity.

To ensure a satisfactory standard of development.

5. No development shall take place until a plan detailing the protection and/or mitigation of damage to populations of Water Vole, a protected species under The Wildlife and Countryside Act 1981 as amended and their associated habitat during construction works and once the development is complete. Any change to operational, including management, responsibilities shall be submitted to and approved in writing by the local planning authority. The Water Vole protection plan shall be carried out in accordance with a timetable for implementation as approved.

Reason: This condition is necessary to protect the Water Vole population and their habitat within and adjacent to the development site. Without it, avoidable damage could be caused to the nature conservation value of the site.

6. No development shall take place until a landscape creation and management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

1. detail extent and type of new planting (NB planting to be of native species)
2. details of maintenance regimes
3. details of any new habitat created on site
4. details of treatment of site boundaries and/or buffers around water bodies
5. details of management responsibilities

Reason: In order to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.

7. The reserved matters application shall retain all existing lengths of hedgerow within the proposed residential development area except for where their removal is required for the formation of access points, pavements/cycleways & visibility splays or in other limited circumstances where an equivalent or greater length or hedge is provided as a replacement and has been previously agreed in writing by the Local Planning Authority. No removal, relaying or works to existing hedgerows shall be carried out between March and August inclusive in any one year unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect habitats which have the potential to support breeding birds.

8. Prior to any development activity commencing, retained trees, either individually or, where appropriate, as groups, will be protected by erecting HERAS fencing at the Root Protection Areas (RPAs) identified in the arboricultural survey.

Within, or at the perimeter of, these root protection areas, all of the following activities are

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prohibited:

6. Lighting of fires;
7. Storage of site equipment, vehicles, or materials of any kind;
8. The disposal of arisings or any site waste;
9. Any excavation;
10. The washing out of any containers used on site.

HERAS fencing must not be removed or relocated to shorter distances from the tree without the prior agreement of the Local Planning Authority. Any work to retained trees to facilitate development or site activity must (a) be agreed in advance with the Local Planning Authority and (b) must meet the requirements of BS3998:2010 Tree Work - recommendations.

Reason: To ensure that tree root damage and damage to the aerial parts of retained trees is avoided so that the trees' health and visual amenity is not diminished by development activity.

9. The on-site provision of public open space shall be in accordance with the provisions of Policy TREC17 of the Fylde Borough Local Plan and shall include facilities for children's play provision in accordance with a scheme of which shall be agreed by the Local Planning Authority and constructed and made available for use in accordance with a timetable for construction which shall be approved in writing by the Local Planning Authority.

Reason: In order to secure the provision of public open space in accordance with Development Plan policy.

10. No development shall take place in any individual phase of the development hereby approved that exceeds 15m in height above ground level, unless there has been submitted to and approved in writing by the planning authority and by the radar Operator - NATS (En-route) plc, either:

11. detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the St. Annes Radar; or,
12. details of a scheme to mitigate any detrimental impact upon the St. Annes Radar.

Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason: To avoid a potential impact on the safety of air traffic due to a technical impact on the NATS RSS St. Annes Secondary Surveillance Radar.

11. No part of the development hereby approved shall commence until a scheme for the construction all site access and the off-site works of highway improvement have been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority. The site accesses and off-site highway works shall be completed before the development is first occupied unless otherwise agreed in writing by the Local

Planning Authority. The following schemes to be covered by this condition include:

- (i) The Main Site access junction on Westby Close. The main site access will provide a new standard roundabout. The main site access is to be a standard roundabout. The illustrative masterplan layout (Option 4) shows the approximate location which is agreed 'in principle'

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subject to detailed design.

The site access junction scheme should also include gateway treatment/traffic calming measures to residential areas.

(ii) Jenny Lane Footpath Improvement Scheme

Pedestrian footway on Jenny Lane (southeast side) from south of Old Houses Lane to tie in to existing footpath at Brunel Way roundabout (to include dropped kerbs and tactile paving over Old Houses Lane). This s278 scheme to include clearance of the overgrown vegetation to the existing footway at the junction of Old Houses Lane with Jenny Lane and a traffic management scheme/signing scheme to reinforce the nature and limited access to Old Houses Lane.

Note: Delivering these s278 works may require a review, consultation and implementation of new/or changes to TROs; the full cost for these to be funded by the developer.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site. Also, in order to provide safe access to the site for all users (motorised and non-motorised).

12. Prior to the first occupation of any part of the development hereby approved, the access and off-site highway works set out in condition 11 should be constructed in accordance with the details approved, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the development will provide a safe access to the site and ensure that users of the development have appropriate access to sustainable transport options

13. Prior to the commencement of development a phasing programme for the implementation of the residential development, the construction of the access roads and highway works in their entirety, and the implementation of public open space, landscaping and other associated works shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved phasing programme.

Reason: To define the permission and in the interests of the proper site development.

14. The Framework Travel Plan as agreed must be implemented in full in accordance with the timetable within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

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Reason: To ensure that the development provides sustainable transport options

15. No development of any phase shall take place until a Construction Environmental Management Plan (CEMP), for the construction and operation of that proposed phase of development, is submitted to and approved by the Local Planning Authority. The plan shall detail:
- i. how biodiversity would be protected throughout the construction period
 - ii. the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify the appropriate mitigation measures necessary to protect and prevent pollution of these waters
 - iii. the parking of vehicles of site operatives and visitors;
 - iv. loading and unloading of plant and materials;
 - v. storage of plant and materials used in constructing the development;
 - vi. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - vii. wheel washing facilities to be retained throughout the construction period by which means the wheels of vehicles may be cleaned before leaving the site;
 - viii. a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
 - ix. a Management Plan to identify potential ground and water contaminants;
 - x. details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction;
 - xi. a scheme to control noise during the construction phase,
 - xii. the routing of construction vehicles and deliveries to site including the direction of construction traffic away Old Houses Lane.

The development shall then proceed in full accordance with this approved plan.

Reason: In order to safeguard the biodiversity of the site, protect the water environment and public drinking water supplies, and to maintain the operation and safety of the local highway network, and to minimise the risk of pollution to occupiers of nearby buildings during site preparation and construction, in accordance with the provisions of the NPPF.

16. The development hereby approved shall not be commenced until a details are submitted that set out the proposals for the management and operation of Old Houses Lane and how access for existing properties served of Old Houses Lane will be maintained/facilitated.

Reason: To ensure that a satisfactory Management Strategy is implemented for the maintenance and operation of Old Houses Lane post development.

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17. There shall not at any time in connection with the development hereby permitted be planted hedges, trees or shrubs over 1m above the road level within any visibility splay required to maintain safe operation for all users.

Reason: To ensure adequate visibility splays are maintained at all time.

18. Prior to the commencement of any of the commercial development hereby approved, a fully detailed Parking Management Strategy for that commercial development shall be submitted to and approved in writing by the Local Planning Authority. The management of the car parking and cycle parking at the site shall be fully implemented in accordance with the approved strategy, unless otherwise agreed in writing by the Local Planning Authority. The Parking Management Strategy will include an assessment and strategy to ensure adequate parking provision is delivered for all proposed site uses for both car parking and cycle parking.

Reason: To ensure that a satisfactory Parking Management Strategy is implemented for the development. This in turn will ensure adequate parking is provided for all uses so that the access to the site is not restricted, resulting in safety and capacity issues.

19. Notwithstanding the approved plans prior to the commencement of development a phasing plan for the completion of the road within the site to be built up to and contiguous with the southern boundary as shown by the red edge on the submitted site location plan shall be submitted to and approved in writing by the Local Planning Authority.

So as to not prejudice the future development of the adjacent land in accordance with Policy HL2 of the adopted Fylde Borough Local Plan.

20. The car parking provision for each commercial unit as identified in the Parking Management Strategy for that unit shall be surfaced, demarcated and made available for use prior to the that unit being first occupied unless otherwise agreed in writing with the Local Planning Authority. The car parking shall then be available at all times whilst that part of the development is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the buildings are occupied and the site is built out.

21. No commercial unit shall be occupied until space and facilities for bicycle parking have been provided in accordance with the Parking Management Strategy for that unit. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport.

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22. No phase of the development hereby approved shall commence until a pedestrian and cycle signing strategy for that phase has first been submitted to, and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The scheme shall satisfy the needs of all elements of the site and be constructed in accordance with the approved details in a timescale agreed in line with the phasing set out in condition 3, and thereafter retained. The Strategy to also provide details of the following:
- how those footpaths and cycle ways not adjacent to the highway are to be managed by a site management/maintenance strategy and not the local highway authority; and
 - details regarding provision for PROW FP4 through the site.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the pedestrian and cycle network are acceptable before work commences on site and that these will be maintained thereafter. Also, in order to provide users of the development with appropriate

23. Construction/demolition shall be limited to the following hours - 08.00 - 18.00 Mondays to Fridays; 08.00 -13.00 Saturdays and no activity on Sundays and Bank Holidays

Reason: To protect neighbouring residential amenity.

24. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: In order to protect habitats which have the potential to support breeding birds.

25. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 18 February 2015, including the following plans:

- 13. Proposed site location plan 14012 LP00
- 14. Illustrative structure plan Option 4 Revision A

Reason: For the avoidance of doubt and so that the local planning authority shall be satisfied as to the details.

Item Number: 2

Application Reference: 16/0062	Type of Application: Full Planning Permission
Applicant: Persimmon Homes Lancashire	Agent :
Location: FORMER PONTINS HOLIDAY CAMP, CLIFTON DRIVE NORTH, LYTHAM ST ANNES, FY8 2SX	
Proposal: RESIDENTIAL DEVELOPMENT OF 353 DWELLINGS COMPRISING 326 DWELLINGHOUSES AND 27 APARTMENTS INCLUDING ASSOCIATED INFRASTRUCTURE	

Decision

Full Planning Permission : Delegated to Officers

The decision on the application be delegated to the Head of Planning and Regeneration and subject to:

15. Natural England support for an Appropriate Assessment in respect of the ecological matters and the proposed mitigation
16. the completion of a Section 106 agreement in order to secure necessary infrastructure works
17. a series of planning conditions

Suggested Heads of Terms of s106 agreement

18. provision, phasing, tenure, retention and operational details for 30% of the proposed dwellings in this site to be affordable properties along with the transferred 30% obligation from the southern parcel
19. a financial contribution to be determined towards primary and secondary education,
20. a financial contribution of £100,000 towards public realm in St Annes.
21. £24,000 towards Travel Plan Support and £180 per dwelling if targets are not achieved.
22. £15,000 towards speed limit review and TRO
23. £25,000 towards a new platform shelter at railway station
24. £10,000 towards new platform seating at railway station
25. £30,000 per annum for five years towards a Warden post

The agreement will be expected to meet the full amounts quoted above in all cases, unless a viability appraisal has been agreed with the Local Planning Authority.

The Planning permission be subject to the following conditions (or any amendment to the wording of these conditions or additional conditions that the Head of Planning & Regeneration believes is necessary to make otherwise unacceptable development acceptable):

Conditions and Reasons

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 28 January 2016, including the following plans:

Planning Layout: PB.LSA.PL.1.PH 1 Rev E

Material Schedule 203.MS.01

Feature Plots Plan LSA.NP.FPP Rev. B

House Type drawings:

26. Alnwick
27. Gilby
28. Hanbury
29. Hatfield
30. Kendal
31. Moseley
32. Roseberry
33. Rufford Det
34. Rufford Semi
35. Souter
36. Winster

Plans Received Nov 16

37. Clandon Plus (Feature Frontage)
38. Clandon Plus (Feature Internal)
39. Clayton Corner (Feature Frontage)
40. Hatfield (Feature Internal)
41. Hatfield (Feature Frontage)
42. Pontins Apartments Dated 31.10.16
43. Roseberry (Feature Frontage)
44. Roseberry (Feature Internal)

Ridge Heights Rev 2

Surface Treatment Plan – LSA.PHN.303

Boundary Treatments Plan – LSA.PHN.302

LPH4RPF.01 – 4post & rail fence

SDF02.02 1.1m Bow Top Railing

Ecology reports;

45. WYG Shadow Appropriate Assessment of the Likely Significant Effects on the Integrity of Natura 2000 Sites (Dated 25/10/16)

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- 46. A085096 Pontins, Lytham Reptile Mitigation Strategy
- 47. A085096 Pontins, Lytham Reptile survey July 16
- 48. July 2015 GCN Report
- 49. FP.EL.01.NPH Rev B Ecology Layout

Highways;

- 50. WYG Transport Assessment Issue 2 April 2016
- 51. WYG Travel Plan April 16

Landscaping (Principle Drawings Final detail will require updating)

- 52. 4830 04 Rev A Mar 16
- 53. 4830 05 Rev A Mar 16
- 54. 4830 06 Rev A Mar 16
- 55. 4830 07 Rev A Mar 16

E3P Remediation & Enabling Works, Verification Report 10-007-r1 Nov 2014

WYG Environmental Statement

Reason: For the avoidance of doubt and so that the local planning authority shall be satisfied as to the details.

3. Prior to the commencement of development details of all existing and proposed levels across the site and finished ground floor levels of all buildings shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

In order to ensure a satisfactory visual impact of the development and to minimise the impact on aviation interests

4. Notwithstanding the approved plans, prior to the commencement of site preparation & the construction on any dwelling hereby approved, a satisfactory programmed landscaping scheme for the area of residential development including habitat creation, enhancement & management, hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of the development, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented during the first planting season following the completion of development and any tree or shrub planted which dies or is felled, uprooted, wilfully damaged or destroyed in the first five year period commencing with the date of planting shall be replaced by the applicants or their successors in title. The scheme shall implement the recommendations of the Environmental Statement

To ensure a satisfactory form of development and to enhance the visual amenities of the locality, and in order to comply with saved Policy EP14 of the Fylde Borough Local Plan.

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5. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) January 2016, reference Persimmon Homes, Job No. A085096, compiled by WYG Engineering and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Provision of compensatory flood storage and/or possible infiltration following the review of the whole site and detailed design of the surface water drainage system

The mitigation measures shall be fully implemented prior to commencement and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority in consultation with the lead local flood authority.

Reason

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

1. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.
2. To ensure safe access and egress from and to the site.
3. To reduce the risk of flooding to the proposed development and future occupants

6. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.

Those details shall include, as a minimum:

- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
- b) The drainage strategy should demonstrate that the surface water run-off must not exceed the appropriate runoff rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing as applicable;
- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;

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g) Details of water quality controls, where applicable.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reasons

1. To ensure that the proposed development can be adequately drained.
2. To ensure that there is no flood risk on or off the site resulting from the proposed development

7. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company

b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

i. on-going inspections relating to performance and asset condition assessments

ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;

c) means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

Reasons

1. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development
2. To reduce the flood risk to the development as a result of inadequate maintenance
3. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.

8. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details.

The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

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Reasons

1. To ensure that the drainage for the proposed development can be adequately maintained.
 2. To ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.
9. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-
56. The parking of vehicles of site operatives and visitors;
 57. Loading and unloading of plant and materials used in the construction of the development;
 58. Storage of such plant and materials;
 59. Wheel washing facilities;
 60. Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 61. Routes to be used by vehicles carrying plant and materials to and from the site;
 62. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reason: to protect existing road users.

10. No development shall commence until a site access management plan explaining the operation, control and maintenance of the emergency access has been submitted to and agreed in writing with the Local Planning Authority.

Reason: To ensure that the access is maintained and operational in the event of the emergency services requiring secondary access to the site.

11. Prior to the commencement of development a phasing programme for the implementation of the residential development, the construction of the access roads and highway works in their entirety, offsite and sustainable transport works, the implementation of public open space, landscaping and other associated works shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved phasing programme.

Reason: To define the permission and in the interests of the proper site development.

12. No development shall commence until the submitted Framework Travel Plan has been approved in writing by, the local planning authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein

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unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport option

13. The Framework Travel Plan as approved/accepted/agreed must be implemented in full in accordance with the timetable within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport option

14. Before the use of the site hereby permitted is brought into operation facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site.

Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

15. No part of the development shall be commenced until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users

16. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. [The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established].

Reasons: - To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory

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appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway

17. Prior to the commencement of development or site clearance works, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail noise and dust mitigation measures during construction in accordance with the Environmental Statement.

In order to protect the amenities of neighbouring residents during construction.

18. The proposed development shall be designed so that cumulative noise from industrial, commercial or existing road traffic sources within habitable rooms does not exceed 35dB LAeq (16 hour) from 07.00 to 23.00, 30dB LAeq (8 hour) from 23.00 to 07.00, and 45dB LAFmax from (19.00 –0700* or 2300-0700) for single sound events, and to all outdoor living areas, for example rear gardens and balconies, do not exceed 55dB LAeq (16 hour) from 07.00 to 23.00 and 45dB LAeq (8 hour) 23.00 – 07.00 or any such level as agreed in writing by the Local Planning Authorities. Prior to the commencement of development a noise study shall be undertaken to demonstrate that the development meets this requirement and the details including any mitigation submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details prior to the first occupation of any dwelling.

* The evening standard LAFmax will only apply were the existing evening LAFmax significantly exceeds the LAeq and the maximum levels reached are regular in occurrence, for example several times per hour

In order to safeguard the environment and the future occupiers of the dwelling from excessive noise by ensuring a satisfactory degree of noise mitigation and sound insulation in accordance with the guidance contained within the National Planning Policy Framework and Local Plan Policy EP27.

19. The on-site provision of public open space shall be in accordance with the provisions of Policy TREC17 of the Fylde Borough Local Plan and shall include facilities for children's play provision in accordance with a scheme of which shall be agreed by the Local Planning Authority and constructed and made available for use in accordance with a timetable for construction which shall be approved in writing by the Local Planning Authority.

Reason: In order to secure the provision of public open space in accordance with Development Plan policy

20. A scheme of site lighting (construction and operational phase) 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.

In order to limit the impact of artificial light on protected species.

21. Construction/demolition shall be limited to the following hours - 08.00 - 18.00 Mondays to Fridays; 08.00 -13.00 Saturdays and no activity on Sundays and Bank Holidays

Reason: To protect neighbouring residential amenity

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22. There shall be no buildings constructed over the public sewers situated within this site. A minimum access strip width of 6 metres, 3 metres either side of the centre line of the sewer shall be maintained at all times.

In order to maintain satisfactory drainage facilities.

23. No development of any phase shall take place until a Construction Environmental Management Plan (CEMP), for the construction and operation of that proposed phase of development, is submitted to and approved by the Local Planning Authority. The plan shall detail:
- i. how biodiversity would be protected throughout the construction period

- ii. the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify the appropriate mitigation measures necessary to protect and prevent pollution of these waters

- iii. the parking of vehicles of site operatives and visitors;

- iv. loading and unloading of plant and materials;

- v. storage of plant and materials used in constructing the development;

- vi. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

- vii. wheel washing facilities to be retained throughout the construction period by which means the wheels of vehicles may be cleaned before leaving the site;

- viii. a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);

- ix. a Management Plan to identify potential ground and water contaminants;

- x. details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction;

- xi. a scheme to control noise during the construction phase,

- xii. the routing of construction vehicles and deliveries to site including the direction of construction traffic a

- xiii. measures to prevent the pollution of local ground and surface water and air pollution during construction

The development shall then proceed in full accordance with this approved plan.

Reason: In order to safeguard the biodiversity of the site, protect the water environment and public drinking water supplies, and to maintain the operation and safety of the local highway network, and to minimise the risk of pollution to occupiers of nearby buildings during site preparation and construction, in accordance with the provisions of the NPPF.

24. At least 21 days before commencement of the development, the developer must contact the Operations Team, Blackpool International Airport, Squires Gate Lane, Blackpool, FY4 2QY (Tel: 01253 472509 or by email to safeguarding@blackpoolairport.com) if any equipment to be used during construction will exceed the maximum height of the finished development (eg tower

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cranes, piling rigs). Notification of the equipment shall be made in writing and include:

63. its position (OSGB grid coordinates to 6 figures each of Eastings and Northings);
64. height above ordnance datum;
65. anticipated dates on site;
66. emergency contact numbers for the crane operator and site manager

The equipment must be operated in accordance with BS 7121 and further advice can be found in Civil Aviation Authority Advice Note 4 'Cranes & Other Construction Issues'.

Reason: In the interest of aerodrome safeguarding

25. Prior to occupation of the dwellings the developer is to provide details of a suitable trespass proof fence adjacent to the boundary with the railway for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be in place prior to occupation of any dwelling and be retained thereafter.

Reason: To protect the adjacent railway from unauthorised access

26. Prior to the commencement of the development, acoustic fencing mitigation measures shall be submitted to the Local Planning Authority for approval in writing. The development shall be carried out in accordance with the approved details and shall be in place prior to occupation of any dwelling and be retained thereafter.

Reason: To protect the adjacent railway boundary

27. Any scaffolding which is to be erected /constructed within 10metres of a boundary to a railway line must be erected in such a manner that at no time will any poles over-sail the railway line. A method statement giving details of measures to be taken to prevent construction materials from the development reaching the railway (including protective fencing) shall be submitted to the LPA before the development commences. . The development shall be carried out in accordance with the approved details and shall be in place throughout construction.

Reason - In the interests of railway safety

28. Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to the LPA and Network Rail for approval in writing. Construction including any approved mitigation shall be in accordance with this statement.

Reason – to prevent any piling works and vibration from de-stabilising or impacting the railway.

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29. Prior to the commencement of the development details of the disposal of both surface water and foul water drainage directed away from the railway shall be submitted to the Local Planning Authority and Network Rail.

Reason: To protect the adjacent railway from the risk of flooding and pollution.

30. Details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to the Local Planning Authority (in consultation with Network Rail).

Reason: to prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion.

Informative notes:

1. Network Rail recommends that the LPA and the developer (along with their chosen acoustic contractor) engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings. Consideration might be given by the developer and the LPA to existing British Standards, the National Planning Policy Framework,

Regulatory Services guidance, e.g. Significant Observed Adverse Effect Level (SOAEL), the Noise Policy Statement for England and the World Health Organisation (WHO) recommendations when considering noise and vibration mitigation measures for third party proposals in proximity to the railway.

Network Rail is aware that residents of dwellings adjacent to the railway have in the past discovered issues upon occupation of dwellings with noise and vibration from the existing operational railway, as a consequence of inadequate mitigation measures for the site, and therefore it is a matter for the developer and the LPA via mitigation measures and conditions to ensure that these issues are mitigated appropriately prior to construction.

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains.
- Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.
- Network Rail may need to conduct emergency works on the railway line and equipment and these would not be notified to residents in advance due to their safety critical nature.
- The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority.

It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.

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Item Number: 3

Application Reference:	16/0180	Type of Application:	Outline Planning Permission
Applicant:	Story Homes Limited	Agent :	Barton Willmore
Location:	LAND NORTH OF MILL LANE, ELSWICK		
Proposal:	OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF UP TO 50 DWELLINGS AND ASSOCIATED INFRASTRUCTURE (ACCESS APPLIED FOR WITH ALL OTHER MATTERS RESERVED)		

Decision

Outline Planning Permission: - Application Deferred

Decision deferred to allow officers to provide further clarification on the availability and accessibility to services (including education capacity, bus services, health facilities, etc) in the interests of sustainability for future residents of the development.

Item Number: 4

Application Reference:	16/0619	Type of Application:	Outline Planning Permission
Applicant:	Mactaggart & Mickel	Agent :	Colliers International
Location:	LAND SOUTH OF (OPPOSITE MARTINDALE), MOSS SIDE LANE, RIBBY WITH WREA		
Proposal:	OUTLINE APPLICATION FOR APPROXIMATELY 50 DWELLINGS ACCESSED FROM MOSS SIDE LANE WITH ACCESS APPLIED FOR AND ALL OTHER MATTERS RESERVED		

Decision

Outline Planning Permission :- Refused

Reasons

1. The proposed development, which follows a series of other major residential developments around Wrea Green over the emerging Fylde Local Plan to 2032 plan period, would result in the expansion of the village far in excess of the scale of growth that is envisaged for this Tier 1: Larger Rural Settlement in that Plan. In the absence of any commensurate qualitative or quantitative expansion in the services available in the village to support that growth, it is considered that this expansion will result in an unsustainable number of trips to locations outside of the village to access these services, and with the distances involved, it is considered that a large number of these trips are likely to be by unsustainable transport means. This would be a significant and demonstrably harmful consequence of this additional development that would ensure that it does not constitute sustainable development as required by the NPPF irrespective of the council's shortfall in its 5 year housing supply. The scale of development is

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contrary to criteria 7 of Policy HL2 of the Fylde Borough Local Plan, to Policy SL5 and GD4 of the Submission Version of the emerging Fylde Local Plan to 2032, and to the guidance in Chapter 6 of the NPPF as a whole.

2. The proposed development is located on an elevated site at a critically sensitive transitional location on a key approach to the centre of the village where the character of the open countryside predominates. The residential development proposed will detract from that rural character both by the nature of the land use and the density of its development if undertaken in line with the submitted illustrative masterplan. The proposed separation of the built residential development from off-site vantage points does not adequately mitigate this harm. It is considered that this would be a significant and demonstrably harmful consequence of this additional development that would ensure that it does not constitute sustainable development as required by the NPPF irrespective of the council's shortfall in its 5 year housing supply. The harmful visual impact of the development is contrary to criteria 2 of Policy HL2 of the Fylde Borough Local Plan, to criteria a), c), g), h), j) and l) of Policy GD7 of the Submission Version of the emerging Fylde Local Plan to 2032, and to the guidance in para 17 of the NPPF.
3. The proposed development will involve the loss of an open area of agricultural land that has a rolling appearance and is surrounded by trees and hedges that are typical of the Fylde countryside and so make a strong contribution to the setting of the village conservation area, and to critical views of the countryside looking out from The Green and the conservation area which surrounds it. The change to this character and setting that would be an inevitable consequence of the proposed development would be significantly and demonstrably harmful to a degree that would ensure that the proposal does not constitute sustainable development as required by the NPPF irrespective of the council's shortfall in its 5 year housing supply. Accordingly the development is contrary to Policy EP3 of the Fylde Borough Local Plan, to that element of Policy ENV5 of the Submission Version of the emerging Fylde Local Plan to 2032 relating to conservation area settings, to criteria e) of Policy GD7 of the Submission Version of the emerging Fylde Local Plan to 2032 and to guidance in para 134 of the NPPF which requires this less than substantial harm to the significance of a designated heritage to outweigh its benefits.
4. The application fails to deliver certainty:
 1. That the access has visibility splays that are appropriate for the actual vehicle speeds at the proposed access point,
 2. That these visibility splays can be provided without leading to the loss of trees and hedgerows that are important to the rural character of the area,
 3. That the junction is designed to safely accommodate all vehicle movements that would be reasonably required to regularly use it to serve the proposed development
 4. That a continuous pedestrian link can be provided to the existing footpath network in the village either directly on the eastern side of Moss Side Lane or via safe pedestrian crossing points to the western side of that road

In the absence of any evidence that these provisions may be secured, the access arrangements and associated connectivity to the existing highway and pedestrian network cannot be in accordance with the requirements of criteria 9 of Policy HL2 of the Fylde Borough Local Plan, to criteria p) and q) of Policy GD7 of the Submission Version of the emerging Fylde Local Plan to 2032, and to guidance in para 32 of the NPPF.

5. The proposed development is required to make contributions towards the delivery of affordable housing on the site and financial contributions off-site towards the provision of new

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primary and secondary school places, public realm enhancements and transport improvements. The applicant has failed to put any mechanism in place to secure these contributions and, accordingly, the development is contrary to the requirements of Fylde Borough Local Plan policies CF2, EP1, TR1, TR3 and TR5, policies SL3, H4 and INF2 of the Submission Version of the Fylde Local Plan to 2032 and chapters 4, 6 and 8 of the National Planning Policy Framework.

Informative notes:

1. For the avoidance of doubt, this decision relates to the following plans:
 67. Application Boundaries Plan - escape urbanists drawing 016-004-P002
 68. Illustrative Masterplan - Figure 07:01 from escape urbanists Design and Access Statement June 2016
 69. Proposed Site Access - Figure 4.5 from Mott Macdonald Transport Statement June 2016

Item Number: 5

Application Reference:	16/0639	Type of Application:	Full Planning Permission
Applicant:	RP Tyson Construction	Agent :	Smith & Love Planning Consultants
Location:	THE GABLES, 35-39 ORCHARD ROAD, LYTHAM ST ANNES, FY8 1PG		
Proposal:	ERECTION OF FOUR STOREY BUILDING PROVIDING 19 NO. APARTMENTS WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING		

Decision

Full Planning Permission :- Application Deferred

Decision deferred to allow officers to discuss revisions to the design of the building to be more reflective of the historic and architectural character of Orchard Road. Should the applicant be unwilling to revise the application in that respect then authority is delegated to officers to refuse the application on the basis that the proposed design is unacceptably out of character with the historic and architectural character of Orchard Road.

Item Number: 6

Application Reference:	16/0730	Type of Application:	Outline Planning Permission
Applicant:	Mr Norcross	Agent :	Clover Architectural Design Limited
Location:	58 (AND LAND TO REAR) PRESTON OLD ROAD, FRECKLETON, PRESTON, PR4 1PD		
Proposal:	OUTLINE APPLICATION FOR UPTO 9 DWELLINGS WITH ACCESS APPLIED FOR AND ALL OTHER MATTERS RESERVED		

Decision

Outline Planning Permission :- Granted

Conditions and Reasons

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

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

or

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

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

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

Reserved matters are:-

1. Layout
2. Scale
3. Appearance
4. Landscaping

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

3. No dwellings hereby approved shall be occupied until the site access has been constructed in accordance with the details shown on approved drawing number; 1001 Rev F and made available for use.

Reason: To ensure that satisfactory access is provided to serve the development.

4. The dwellings shall be no higher than two storeys

Reason: In the interests of neighbouring residential amenity and the character of surrounding forms of development

5. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

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Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

6. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

7. Details of the external roofing and facing treatments shall be submitted to and approved by the Local Planning Authority 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.

Reason: In the interests of visual amenity and the appearance of the development in the locality

8. Prior to the commencement of the development hereby approved, details of the boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be provided prior to the occupation of the dwellings and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide an appropriate finished appearance of the development and to maintain an appropriate level of privacy between dwellings as required by Policy HL2 of the Fylde Borough Local Plan (as altered 2005)

9. Prior to the commencement of any development details shall be submitted to and approved in writing by the Local Planning Authority of the existing and proposed ground levels across the site, and the proposed Finished Floor Levels of the proposed dwellings. The development of the site shall be undertaken in accordance with these approved details unless any deviations are submitted to and agreed in writing by the Local Planning Authority prior to the commencement of construction of the plot in question.

Reason: To ensure the site is constructed with a satisfactory appearance in the area as required by Policy HL2 of the Fylde Borough Local Plan.

10. Prior to any on site construction a Construction Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include the location of any site compound, delivery vehicle routing to the site, construction traffic parking and any temporary traffic management measures, times of construction works and times of deliveries. The development shall be implemented in accordance with the approved Construction Plan.

Reason: To maintain the safe operation of the pedestrian and highway network in the area during construction given the proximity to residential properties.

Informative notes:

1. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority can carry out these works and therefore before any access works can start you must contact the Environment Directorate for further information. This can be done either by:

70. Visiting www.lancashire.gov.uk and following the links after searching 'Vehicle Crossings'
71. Telephoning the Area Manager South 01772 538560
72. Writing to the Area Manager South, Lancashire County Council, Cuerden Way, Bamber Bridge, Preston PR5 6BS quoting the planning application.
2. The Local Planning Authority (LPA), in reaching this decision, has followed the guidance in paragraphs 186 and 187 of the National Planning Policy Framework. The Framework advises that the LPA should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area. This has been demonstrated by providing advice to the applicant/agent during the course of the application on potential problems and possible solutions.
3. The applicant can discuss any of the above drainage conditions with United Utilities Developer Engineer, Graham Perry, by email at wastewaterdeveloperservices@uuplc.co.uk.

Item Number: 7

Application Reference:	16/0731	Type of Application:	Full Planning Permission
Applicant:	CMC New Ventures Ltd	Agent :	Firth Associates Ltd
Location:	84 CLIFTON STREET, LYTHAM ST ANNES, FY8 5EJ		
Proposal:	EXTERNAL CANOPY		

Decision

Full Planning Permission :- Refused

Reasons

- 1 The erection of the proposed canopy would result in the introduction of an imposing feature that would wrap around the frontage of this prominent building within the Lytham Town Centre Conservation Area. Accordingly the proposal would obscure the architectural detailing of the existing building which would be detrimental to the character of the building and the wider conservation area and so contrary to policies EP3, EP12 and EP18 of the Fylde Borough Local Plan (2005) and Policies GD7 and ENV5 of the emerging Fylde Local Plan to 2032 and would be contrary to the provisions of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 The erection of the proposed canopy would result in the erosion of the open character of

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Clifton Square and the loss, or threat to, three existing trees which form an important feature within the street scene. Accordingly the proposal would be detrimental to the character of the conservation area and so contrary to policies EP3 and EP12 of the Fylde Borough Local Plan (2005), Policies GD7 and ENV5 of the emerging Fylde Local Plan to 2032 and the provisions of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Informative notes:

1. For the avoidance of doubt, this decision relates to the following plans:
 73. Existing and Proposed Plans - Firth Architects drawing RBS/1/001
 74. Proposed Square Elevation - Firth Architects drawing RBS/3/010
 75. Proposed Clifton Street Elevation - Firth Architects drawing RBS/3/011

Item Number: 8

Application Reference: 16/0848	Type of Application: Full Planning Permission
Applicant: Mr PROCTER	Agent : ML Planning Consultancy Ltd
Location: WILLOW VIEW COTTAGE, KIRKHAM ROAD, NORTH OF BYPASS, FRECKLETON, PRESTON, PR4 1HU	
Proposal: ERECTION OF 1 NO. SINGLE STOREY DWELLING WITH A DETACHED DOUBLE GARAGE AS REPLACEMENT FOR THE EXISTING STORAGE BUILDINGS.	

Decision

Full Planning Permission :- Granted

Conditions and Reasons

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. This consent relates to the following details:

Approved plans:

76. Location Plan - drawing no. 'Standfords' Map data
77. Site plan - drawing no. LF/AP/3114
78. Proposed Plans, elevations and site plan - drawing no. LF/AP/3126

Supporting Reports:

79. Design and Access Statement - ML Planning Consultancy Ltd
80. Ecological Appraisal- "Envirotech" dated December 2015

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

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3. Prior to the commencement of development and notwithstanding any denotation on the approved plans samples of facing materials [including details of colour of brick/render/cladding etc], and roof treatment, including colour, shall be submitted to and approved in writing by the Local Planning Authority. 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. Prior to the commencement of the development hereby approved, full details of the means of surface water drainage of the site shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage shall not include any connections to the public foul sewer system and should it involve a Sustainable Urban Drainage System (SUDS) then details of the future management of the SUDS and a management company that will be established to oversee the maintenance of the drainage system shall form part of the submitted scheme. The approved works shall thereafter be implemented, fully commissioned and maintained on site during the development.

To ensure a satisfactory means of drainage is provided and that there is no increase in the volumes of surface water discharged from the site in accordance with Policy EP25/INF1 of the local plan and as required by the NPPF.

5. Prior to the commencement of the development hereby approved, full details of the means of foul water drainage of the residential development area shall be submitted to and approved in writing by the Local Planning Authority. This approved scheme shall be implemented during the development and shall include that the development is drained on a separate system with only foul drainage connected into the foul or combined sewer.

To ensure that appropriate measures are taken to provide suitable drainage from the site as required by Policy EP25/INF1 of the Fylde Borough Local Plan and as required by the NPPF.

6. That prior to the commencement of any development details shall be submitted to and approved in writing by the Local Planning Authority of the proposed ground levels across the site, and the proposed finished floor Levels of the proposed dwelling. The development of the site shall be undertaken in accordance with these approved details unless any deviations are submitted to and agreed in writing by the Local Planning Authority prior to the commencement of construction of the plot in question.

To ensure the site is constructed with a satisfactory appearance in the Countryside as required by Policy HL2/GD7 of the Fylde Borough Local Plan and the aims of the NPPF.

7. No site clearance, site preparation or development work shall take place until a landscaping scheme incorporating ecological habitat creation (bat bricks and/or tubes, bat boxes, bird boxes etc) and retention, enhancement and management schemes has been submitted and approved in writing. The scheme shall demonstrate maintenance of wildlife habitat (quantity and quality), including hedgerows and shall demonstrate that the development will be permeable to the passage of wildlife. Specific details shall also include means of enclosures, car parking [as applicable] hard surfacing materials, provision of 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

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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 and in the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework, Section 11.

8. 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.

9. No site clearance works shall take place until a site clearance methodology statement is submitted to and agreed in writing by the Local Planning Authority. The methodology statement shall identify the clearance of the vegetation on site, including any scrub and undergrowth is undertaken outside the bird breeding season (March – August inclusive) and that Reasonable Avoidance Measures are used for the clearance of any suitable hibernacula/refugia which might be used by amphibians is cleared carefully by hand guided by the consultant ecologist.
Should any protected species be found during clearance, demolition and construction works all site works shall cease and ecological advice shall be sought from a suitably qualified person and a detailed method statement and programme of mitigation measures submitted to and agreed in writing with the Local Planning Authority. Thereafter those agreed measures shall be implemented.

In accordance with Policy EP19 of Fylde Borough Local Plan, as altered (October 2005) and The Conservation of Habitats and Species Regulations 2010 (as amended). The Wildlife and Countryside Act 1981 (as amended), The Natural Environment and Rural Communities Act 2006.

10. Vegetation clearance works, demolition work or other works that may affect nesting birds will be avoided between March to September inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections undertaken by a suitably qualified ecologist and submitted for approval to the Local Planning Authority in advance of those works being undertaken..

In compliance with the Wildlife and Countryside Act 1981 (as amended) and Policy EP19 of the Fylde Borough Local Plan, as altered (October 2005) and Paragraph 118 of the NPPF.

11. Prior to the commencement of development details of boundary treatment to define the

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domestic curtilage of the dwelling hereby approved shall be submitted to and agreed in writing by the Local Planning Authority. The agreed means of enclosure shall be erected / planted prior to the first occupation of the dwelling to provide a physical separation around the red edged areas shown on drawing no. LF/AP/3114 and any other land in the applicant's ownership. This fencing and hedging shall be retained in that location at all times thereafter.

To effectively define the area of domestic curtilage for the dwelling and so the extent of development in accordance with Policies HL2/GD7 of the Fylde Borough Local Plan and in the interests of visual amenity in the Green Belt.

12. Notwithstanding the provisions of Schedule 2, Part 1, Classes [A, B, C, D and E] of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), the dwelling hereby approved shall not be altered or extended, and no buildings or structures shall be erected within its curtilage.

Reason: In order to prevent overdevelopment of the site in the Green Belt and to ensure that satisfactory provision of outdoor amenity space for the dwellinghouse is maintained and to safeguard the amenities of the occupiers of adjacent dwellings in accordance with the requirements of Fylde Borough Local Plan policies HL2 and SP3 and Policy GD7 of the submission version of the local and the NPPF.

13. Notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), there shall be no further development of the dwelling or curtilage relevant to the above class(es) shall be carried out without planning permission.

Reason: In the interests of the visual amenity of the site in the Green Belt in accordance with the requirements of Fylde Borough Local Plan policies HL2 and SP3 and Policy GD7 of the submission version of the local and the NPPF

14. The garage hereby approved shall not be modified or converted for any other purpose without prior approval of the Local Planning Authority and shall be used and retained as a private garage only and no trade or business shall be carried on, in or from the building.

To safeguard the amenities of the neighbourhood in accordance with Policies HL2 of the Fylde Borough Local Plan, as altered (October 2005) and Policy GD7 of the submission version of the local plan and as required by the NPPF.

Informative notes:

1. The Local Planning Authority (LPA), in reaching this decision, has followed the guidance in paragraphs 186 and 187 of the National Planning Policy Framework. The Framework advises that the LPA should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area. This has been demonstrated by:

- Actively engaging in pre-application discussions with the applicant to try and find solutions to problems
- Providing advice to the applicant/agent during the course of the application on potential problems and possible solutions

Item Number: 9

Application Reference: 16/0857	Type of Application: Change of Use
Applicant: Mr Furnell	Agent :
Location: 5-7 HENRY STREET, LYTHAM ST ANNES, FY8 5LE	
Proposal: CHANGE OF USE OF GROUND AND FIRST FLOOR FROM RESTAURANT/CAFE (CLASS A3) TO DRINKING ESTABLISHMENT (CLASS A4)	

Decision

Change of Use :- Granted

Conditions and Reasons

- 1 The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 This consent relates to the following details:

Approved plans:

81. Ordnance Survey Location Plan of 5-7 Henry Street, Lytham, FY8 5LE.
82. Existing Ground Floor Plan Drawing number 100.
83. Existing First Floor Plan Drawing Number BUFF/1/100

- 3 The premises hereby approved shall only be available for use by members of the public between the hours of:

Sunday to Wednesday (inclusive) - 7.00am to 23.30pm
Thursday - 7.00am to midnight
Friday and Saturday - 7.00am to 01.00am (the following day)

and

there shall be no amplified music or other amplified entertainment performed within the premises between 00.00 hours (midnight) and 09:00 hours on any day.

and

there shall be no new entry or re-entry to the premises (other than of those persons who were within the premises but left to smoke) beyond 00.00 hours (midnight) and 01:00 on any day.

and

The external processing of waste bottles shall only take place between the hours of 07:30 -

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20:00 on any day.

Reason: To provide appropriate control over the use of the premises in the interests of safeguarding the amenity of the occupiers of nearby residential properties and the general area as required by Policies SH09 and EP27 of the adopted Fylde Borough Local Plan (October 2005) and EC5 of the Submission Version of the Fylde Local Plan 2032.

Informative notes:

1. The Local Planning Authority (LPA), in reaching this decision, has followed the guidance in paragraphs 186 and 187 of the National Planning Policy Framework. The Framework advises that the LPA should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area

Item Number: 10

Application Reference:	16/0903	Type of Application:	Outline Planning Permission
Applicant:	Rushcliffe Properties Ltd (in liquidation)	Agent :	Emery Planning Partnership Ltd
Location:	VALENTINES KENNELS, WILDINGS LANE, LYTHAM ST ANNES, FY8 3RJ		
Proposal:	RESUBMISSION OF APPLICATION 14/0580 FOR OUTLINE APPLICATION FOR ERECTION OF UP TO 53 NO. DWELLINGS (ACCESS APPLIED FOR WITH OTHER MATTERS RESERVED)		

Decision

Outline Planning Permission :- Delegated to Officers

Authority is delegated to the Head of Planning and to GRANT planning permission subject to the satisfactory undertaking of a Habitat Regulation Assessment, and subject to the completion of a Section 106 agreement in order to secure:

84. provision, retention and operational details for 30% of the proposed dwellings to be affordable properties,
85. a financial contribution of up to £450,000 towards the M55 to Heyhouses Link Road
86. a financial contribution to be determined towards primary and secondary education,
87. habitat management plan for the future maintenance of the Tree Sparrow nesting boxes, and

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88. the stopping up of Wildings Lane to traffic and securing clauses within future leases or transfers of the residents of the proposed development so that they are fully aware that the interim access will be closed.

The agreement will be expected to meet the full amounts quoted above in all cases, unless a viability appraisal has been agreed with the Local Planning Authority.

The Planning permission be subject to the following conditions (or any amendment to the wording of these conditions or additional conditions that the Head of Planning & Regeneration believes is necessary to make otherwise unacceptable development acceptable):

Conditions and Reasons

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

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

or

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

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

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

Nos. (1, 2, 3 and 5)

(Reserved matters are:-

1. Layout
2. Scale
3. Appearance
4. Access
5. Landscaping

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

3. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 8 August 2014, including the following plans:

Proposed site location plan 14061 Drawing number 00

Illustrative site layout plan 14061 Drawing number 02 Rev A

Proposed site access plan SCP/14137/100

Reason: For the avoidance of doubt and so that the local planning authority shall be satisfied as to the details.

4. No part of the development hereby approved shall commence until a scheme for the construction all site access and the off-site works of highway improvement have been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority. The site access and off-site highway works shall be completed before the development is first occupied unless otherwise agreed in writing by the Local Planning Authority. The following schemes to be covered by this condition include:

-The Interim site access and highway improvement scheme on Wildings Lane as agreed 'in principle' subject to detailed design and shown in revised site access plan (Drawing No. SCP/14137/100, Revision C)

Note: Delivering these s278 works may require a review, consultation and implementation of new/or changes to TROs; the full cost for these to be funded by the developer.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site. Also, in order to provide safe access to the site for all users (motorised and non-motorised).

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

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Authority. The following schemes to be covered by this condition

- (i) The site access junction on Wildings Lane, and
- (ii) An agreed highway improvement scheme on Wildings Lane

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site. Also, in order to provide safe access to the site for all users (motorised and non-motorised).

6. Development shall not begin until a phasing programme for the whole of the application site and for the highways works referred to, has been submitted to and approved in writing by the local planning authority. The Phasing strategy to give consideration for approved wider development of the Strategic Location and the approved Roseacre site. Development shall be carried out in accordance with the approved phasing programme unless an alternative programme has otherwise been submitted to and approved in writing by the Local Planning Authority.

Reason: To define the permission and in the interests of the proper development of the site.

7. There shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device within any visibility splay required to maintain safe operation for all users. The site access shall be constructed to provide a visibility splay of 2.4m x 43m and permanently maintained thereafter.

Reason: To ensure adequate visibility splays are maintained at all time.

8. No development of any phase shall take place until a Construction Environmental Management Plan (CEMP), for the construction and operation of the development, is submitted to and approved by the Local Planning Authority. The plan shall detail:

- 89. how biodiversity would be protected throughout the construction period
- 90. the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify the appropriate mitigation measures necessary to protect and prevent pollution of these waters
- 91. the parking of vehicles of site operatives and visitors;
- 92. loading and unloading of plant and materials;
- 93. storage of plant and materials used in constructing the development;

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94. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
95. wheel washing facilities to be retained throughout the construction period by which means the wheels of vehicles may be cleaned before leaving the site;
96. a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures and including actions to be taken in the event that any dust control equipment employed on site fails;
97. a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
98. a Management Plan to identify potential ground and water contaminants;
99. details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction;
100. a scheme to control noise during the construction phase,
101. the routing of construction vehicles and deliveries to site.
102. the timing of operations which shall confirm that no construction or associated vehicle movements will take place on Sundays or Bank Holidays or outside the hours of 0800-1800 Monday To Friday and 0800-1300 on Saturdays.

The development shall then proceed in full accordance with this approved plan.

Reason: In order to safeguard the biodiversity of the site, protect the water environment and public drinking water supplies, and to maintain the operation and safety of the local highway network during site preparation and construction, in accordance with local Policy and the provisions of the NPPF.

9. The approved Kensington Development, Queensway 1,150 dwellings which surrounds this application site will result, in the future, with Wildings Lane being restricted to motorised traffic. Therefore prior to the first occupation of any part of the development hereby approved details of the interim and future access for motorised vehicles will be passed to residents of the site within the welcome pack and also made clear within associated travel plan information.

Reason: To ensure future residents of the proposed site fully understand the proposed interim and future access provision., with the long term access to be taken from the proposed East/West access road via a new signalised roundabout at Queensway/Kilnhouse Lane and/or the proposed M55 to Heyhouses Link Road.

10. All existing lengths of hedgerow within the proposed residential development area shall be retained, except for where their removal is required for the formation of access points or visibility splays or in other limited circumstances where an equivalent or greater length of hedge is provided as a replacement and has been previously agreed in writing by the Local Planning Authority. No removal, relaying or works to existing hedgerows shall be carried out between March and August inclusive in any one year unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the

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provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

11. No external lighting shall be installed until details of the lighting scheme have been submitted and approved in writing by Fylde Borough Council. The principles of relevant guidance shall be followed (e.g. the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009).

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

12. A tree protection scheme for all retained trees and hedges on the site shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. No work of any kind shall take place until the protective fences are erected around the retained trees in the position and to the specification agreed by the local planning authority. Such fencing shall be retained throughout the development where work of any kind is undertaken in proximity to trees and hedging.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

13. Prior to the commencement of works there shall be a further precautionary inspection/survey of ditches to inform any change in the habitat quality for and use by water voles. The report of the survey (together with proposals for mitigation/compensation, if required) shall be submitted to Fylde Borough Council for approval in consultation with specialist advisors. Any necessary and approved measures for the protection of Water Vole will be implemented in full.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

14. No works shall commence until full details of bird nesting opportunities to be installed with the re-developed site have been submitted and approved in writing by Fylde Borough Council. The details shall include provision for Tree Sparrow, Song Thrush, Dunnock and House Sparrow (Species of Principal Importance). Consideration should also be given to provision of opportunities for other declining species of bird such as House Martin and Swift. The details shall include details of nesting opportunities in trees, within/on buildings and a minimum of 20 tree sparrow boxes within hedgerows. The approved details shall be implemented in full.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

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15. No works shall commence until full details of bat roosting opportunities to be installed within the re-developed site have been submitted and approved in writing by Fylde Borough Council. Approved details shall be implemented in full.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

16. No tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall take place between 1st March and 31st August inclusive, unless surveys by a competent ecologist show that nesting birds would not be affected.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

17. No site clearance, site preparation or development work shall take place until a fully detailed landscaping/habitat creation and management plan has been submitted and approved in writing by Fylde Borough Council. The scheme shall demonstrate (1) adequate planting of native species appropriate to the locality to compensate for direct and indirect impacts, (2) that habitat connectivity through the site and to the wider area will be retained as a minimum, including for amphibians and in and around ditches (3) that any planting along site boundaries will comprise appropriate native species, (4) provide details of habitat creation for amphibians and (5) maintenance and enhancement of the biodiversity value of retained and established habitats and the site as a whole. The approved details shall be implemented in full.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

18. No development shall take place until there has been submitted to and approved in writing by the local planning authority a scheme of programmed landscaping for the area of residential development. The scheme shall include details of: all existing trees and hedgerows and those that are to be retained, together with measures for their protection during the course of the development; all planting and seeding; hard surfacing and the materials to be used; and, means of enclosure. The landscaping scheme shall include a tree belt, no less than 5 metres deep, along the eastern boundary of the site, which shall comprise a suitable mix of native tree species. All hard and soft landscape works shall be carried out in accordance with the approved programme and details. Any trees or plants which within a period of 5 years commencing with the date of their planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure a satisfactory form of development and to enhance the visual amenities of

the locality, and in order to comply with saved Policy EP14 of the Fylde Borough Local Plan.

19. As part of any reserved matters application and prior to the commencement of any development the following details shall be submitted to, and approved in writing by, the local planning authority, in consultation with the Lead Local Flood Authority.

1. Surface water drainage scheme which as a minimum shall include:
 - a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;
 - b) The drainage scheme should demonstrate that the surface water run-off must not exceed 5 litres per second. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 - c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
 - d) Flood water exceedance routes, both on and off site;
 - e) A timetable for implementation, including phasing where applicable;
 - f) Site investigation and test results to confirm infiltrations rates;
 - g) details of water quality controls, where applicable.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

This condition is required for the following reasons:

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development, elsewhere and to future users.
3. To ensure that water quality is not detrimentally impacted by the development proposal.

Although we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide further information to ensure that the proposed development can go ahead without posing an unacceptable flood risk.

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20. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reasons

1. To ensure that the drainage for the proposed development can be adequately maintained.
2. To ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.

21. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments
 - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

Reasons

1. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development
2. To reduce the flood risk to the development as a result of inadequate maintenance
3. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.

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22. Notwithstanding any indication on the approved plans, no development approved by this permission shall commence until a scheme for the disposal of foul and surface waters for the entire site has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, surface water must drain separate from the foul and no surface water will be permitted to discharge directly or indirectly into existing sewerage systems. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run off and to reduce the risk of flooding

23. No works shall take place on the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological works. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

24. Prior to the commencement of development, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:

(a) A desk study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on and off-site contamination and ground gases.

(b) If the desk study identifies potential contamination and ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied buildings, on services and landscaping schemes, and on wider environmental receptors including ecological systems and property.

The sampling and analytical strategy shall be submitted to and be approved in writing by the LPA prior to the start of the site investigation survey.

(c) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.

(d) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.

Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.

Reason: In the interests of public safety and residential amenity.

25. No development shall take place in any individual phase of the development hereby approved, unless there has been submitted to and approved in writing by the planning authority and by the radar Operator - NATS (En-route) plc, either:

5. detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the St. Annes Radar; or,
6. details of a scheme to mitigate any detrimental impact upon the St. Annes Radar.

Development shall not take place other than in complete accordance with such a scheme as so approved unless Fylde Borough Council and NATS (En-route) plc have given written consent for a variation.

Reason:— in the interests of aircraft safety.

(Note: For the purpose of this condition “Operator” means NATS (En-route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hant, PO15 7FL or such other organisation licensed from time to time under section 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).)

26. Notwithstanding the approved plans prior to the commencement of development full details of all boundary treatments shall be submitted for approval in writing to the Local Planning Authority. For the avoidance of doubt this shall include details of signage on appropriate boundaries to highlight the importance and sensitivity of the surrounding area and that fences shall be dog proof to prevent dogs accessing adjacent land independently.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

27. Prior to occupation of the dwellings hereby approved full details of a homeowner's pack that will be made available to new and future homeowners, which would highlight and explain the sensitivity of the surrounding areas, the importance of keeping dogs on a lead and identifying

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other suitable recreational areas locally shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

Informative notes:

1. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.
2. 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 Environment Director at County Hall, Preston PR1 0LD, in the first instance, to ascertain the details of such an agreement and the information to be provided.
3. Traffic Regulation Orders, diversions of Public Rights of Way, Stopping Up of existing highway, changes to public transport scheduling/routing and other activities require separate statutory consultation processes beyond the planning application process. The applicant will be obliged to meet all the costs associated with these of works and ensure that any works which rely upon them do not commence until all legal processes have been satisfactorily completed.
4. For the avoidance of doubt, this response does not grant the applicant permission to connect to the ordinary watercourse(s) and, once planning permission has been obtained, it does not mean that land drainage consent will be given. The applicant should obtain Land Drainage Consent from Lancashire County Council before starting any works on site. Information on the application process and relevant forms can be found here:
<http://new.lancashire.gov.uk/roads-parking-and-travel/roads/flooding/alterations-to-a-watercourse.aspx>
5. "Developers and applicants are advised that the application site is within the safeguarding zone of the St. Annes Radar Installation, operated by NATS (En Route) plc ("NERL"). On receipt of an application related to this granting of planning permission in principle (PPiP)/Outline consent, the planning authority will consult NERL to determine if proposed buildings and structures would have an adverse impact upon the operation of the radar installation and if mitigation to any impact is possible.