



FYLDE BOROUGH COUNCIL



Meeting Agenda

**Development Control
Committee
Council Offices, Wesham
24 August 2005, 9.30a.m.**

Membership

Development Control Committee

CHAIRMAN - Harold Butler
VICE-CHAIRMAN - Barbara Pagett

Councillors John Bennett

George Caldwell

Kevin Eastham

Dr. Trevor Fiddler

Richard Fulford-Brown

Peter Hardy

Councillors Howard Henshaw (A.D.K
MALAYSIA)

Ray Norsworthy

Linda Nulty

Albert Pounder

Heather Speak

William Thompson

Colin Walton

Andrea Whittaker

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



CORPORATE OBJECTIVES

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

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

CORE VALUES

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

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



A G E N D A

PART I - MATTERS DELEGATED TO COMMITTEE

ITEM	PAGE
1. DECLARATIONS OF INTEREST: <i>In accordance with the Council's Code of Conduct, members are reminded that any personal/prejudicial interests should be declared as required by the Council's Code of Conduct adopted in accordance with the Local Government Act 2000.</i>	4
2. CONFIRMATION OF MINUTES: <i>To confirm as a correct record the minutes of the Development Control Committee meeting held on 3 August 2005 (previously circulated).</i>	4
3. SUBSTITUTE MEMBERS: <i>Details of any substitute members notified in accordance with council procedure rule 26.3</i>	4
4. SUMMARY OF THE RECENT APPEAL DECISIONS, AT 18 EAST BEACH, LYTHAM.	5 -10
5. REPORT OF APPEAL DECISION AT 11 TALBOT TERRACE, LYTHAM	11 - 15
6. DEVELOPMENT CONTROL MATTERS	16

REPORT



REPORT OF	MEETING	DATE	ITEM NO
BUILT ENVIRONMENT	DEVELOPMENT CONTROL COMMITTEE	24 AUG 2005	4

SUMMARY OF THE RECENT APPEAL DECISIONS, AT 18 EAST BEACH, LYTHAM.

Public/Exempt item

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

Summary

The appeal was dismissed due to the harm that the proposed replacement upvc windows would cause to the special architectural character and historic interest of the Listed Building and impact on the appearance of the Lytham Conservation Area.

Recommendation/s

Members are requested to note the contents of the report.

Executive brief

The item falls within the following executive brief:

Cllr A Jealous - Environment

Report

Site Address: 18 East Beach, Lytham.

Development: Replacement windows.

Appellant: Mrs J O'Keefe

Officer Recommendation: Refuse

Continued....

Date of Decision: 8th December 2004
Summary of Decision: Appeal Dismissed
Heard By: Written Representations
Date of Appeal Decision: 14th July 2005

1. The appeal site is a ground floor flat in a converted dwelling, one half of a pair of semi-detached properties. The property overlooks the Green at Lytham. The building, like others in this stretch of East Beach, is a Grade 2 Listed Building.
2. The applications and appeals relate to two applications, one being a planning application ref 04/0953 and the other being a Listed Building Consent application ref 04/0954. The inspector dealt with the appeals together and the report combines both findings.
3. The Inspector noted the content of Local Plan Policies EP 3 and EP 4 and also the advice contained within Planning Policy Guidance note 15, "Planning and the Historic Environment". Central Governments advice is that listed buildings should be preserved and that special regard should be had for such matters as the nature and quality of materials. Annex C of PPG 15 states that existing windows should be retained unless they are obviously inappropriate or in very poor condition.
4. The bay at no.18 probably dates from the 1960's and whilst clearly not original, in the Inspectors view, it complements the building. The Inspector felt that upvc would be an inappropriate material in this context.
5. The Inspector was aware that there have been several installations of upvc windows along this part of East Beach (approved contrary to officers recommendation) and commented that she was not aware of the planning histories of the other properties. However, she considered that the historic appearance of the dwellings had been affected and that they demonstrated harm that would result from the appeal proposals.
6. The Inspector commented that the windows should be replaced "like for like" if they are beyond repair. She further commented that the replacement of the ground floor windows with upvc frames even if the profiles were identical, would subtly alter the overall appearance of the bay which is now a unique feature of the listed building in its own right.
7. I recognise the advances made in design and appearance of upvc, but the proposal would not accord with the principle of using materials inappropriate to the age of the building. I also note the appellant's views in that the Council have been inconsistent in its approach to other replacement windows nearby, but this is not a matter for my consideration.
8. In conclusion, the Inspector considered the proposals would harm the special architectural character and historic interest of the Listed Building and fail to preserve or enhance the character and appearance of the Lytham Conservation Area.
9. The appeal was therefore, dismissed.

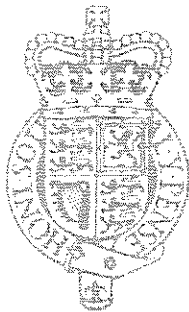
IMPLICATIONS	
Finance	None
Legal	None
Community Safety	None
Human Rights and Equalities	None
Sustainability	None
Health & Safety and Risk Management	None

REPORT AUTHOR	TEL	DATE	DOC ID
David Shepherd	(01253) 658453	2 August 2005	

LIST OF BACKGROUND PAPERS		
NAME OF DOCUMENT	DATE	WHERE AVAILABLE FOR INSPECTION
Planning application file		St Annes Town Hall, St Annes, FY8 1LW

Attached documents

Inspectors Decision Letter



Appeal Decision

Site visit made on 5 July 2005

by **Wenda Fabian** BA Dip Arch RIBA

an Inspector appointed by the First Secretary of State

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e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date **17 JUL 2005**

Appeal A: APP/M2325/E/05/1176020

Ground Floor Flat, 18 East Beach, Lytham, FY8 5EU

- The appeal is made under section 20 of the Planning (Listed Buildings and Conservation Areas) Act 1990 against a refusal to grant listed building consent.
- The appeal is made by Mrs J Keefe against the decision of Fylde Borough Council.
- The application Ref 04/0954, dated 24 September 2004, was refused by notice dated 8 December 2004.
- The works proposed are to replace 1 bay window & 1 french window with double glazed PVC units.

Appeal B: APP/M2325/A/05/1176021

Ground Floor Flat, 18 East Beach, Lytham, FY8 5EU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mrs J Keefe against the decision of Fylde Borough Council.
- The application Ref 04/0953, dated 7 October 2004, was refused by notice dated 8 December 2004.
- The development proposed is replace wooden windows and door with uPVC DG units to match.

Decision

1. Both appeals are dismissed.

Reasons

2. The appeal property is a ground floor flat, converted from one of a pair of substantial semi-detached houses close to the sea-front and within the Lytham Conservation Area. The building, like others along the street is listed, Grade II, and is described in the listing as a marine villa in Jacobethan style, dating from the mid-1800s. It also notes that both properties in the pair have been altered and have 20th century two storey bay window additions; the one at No 17, next door, is earlier, stone-built and traditional in appearance but the one at the appeal property is more recent. The proposal is to replace the ground floor bay window frames and the adjacent combined window/door unit, with white uPVC double glazed ones.
3. The *Fylde Borough Local Plan, 1996 – 2006*, policy EP4 reflects the duty imposed by Sections 16, 66 & 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires decision makers to pay special attention to the special architectural and historic interest of a Listed Building and to the desirability of preserving or enhancing the character and appearance of a conservation area. The government sets out in *Planning Policy Guidance: Planning and the Historic Environment* (PPG15) that listed buildings should be preserved and that special regard should be had for such matters as the nature and

quality of materials. Annex C states that existing windows should be retained unless they are obviously inappropriate or in very poor condition.

4. The bay at No 18 probably dates from the 1960s; it has a non-traditional appearance, which nevertheless, in my opinion, complements the building. It is symmetrical, with a shallow triangular plan form, lead cladding and feature window mullions in the form of substantial, projecting, vertical, hardwood fins, which are stained dark brown. These occur at both ground and first floor levels. Set within them are slim white timber frames and cills with small top hung opening casements in the outer windows. At ground floor the bay windows and the adjacent window/door unit are in need of attention. They have extensive areas of rot and I accept that they may have reached the end of their useful life. Although the hardwood fins would be retained and only the secondary frames replaced, I share the Council's concern that uPVC would be an inappropriate material in this context.
5. I have seen that there are several properties along the row where uPVC windows of various types have been installed. I have read that consent was granted for those at No 17 in 2000. However, as set out above, although part of the same pair, the main bay at No 17 differs substantially from the appeal one. I am not aware of the planning histories of the others but, in most cases I consider that the historic appearance of the dwellings has been affected and they demonstrate the harm that would result from the appeal proposal. In my experience uPVC does not age in the same way as traditional materials do, nor can it be easily repaired once damaged. This is demonstrated by some of these nearby uPVC windows, which have weathered poorly; they are discoloured and stained. This harmful visual effect would be avoided by the regular repainting that is necessary for the maintenance of timber windows.
6. PPG15 advises like for like replacement if windows are beyond repair, but also states that replacement windows should be appropriate to the date of the building or to the date when the window aperture was made. Whilst the bay window is fairly modern, it was clearly designed and constructed using traditional materials (timber and lead) which are compatible with the age of the building. The corresponding secondary frames at first floor are also white painted timber and are in good repair. They have similar profiles to those at ground floor and as they appear to be more recent, may already have been replaced with like for like. I consider that replacement of the ground floor windows with uPVC frames, even were the profiles identical, would subtly alter the overall appearance of the bay which is now a unique feature of the listed building in its own right.
7. The existing configuration of the timber window/door unit adjacent to the bay is modern and appears to be a factory made component. Whilst I am aware that PPG15 advises that any factory made window would be inappropriate in the context of a listed building, nevertheless, I do not consider this to be a justification for a change of material in this case. For similar reasons to those given above, in my opinion, its appearance would change, were it replaced with uPVC. Furthermore, the textural difference of uPVC would be particularly noticeable in view of the larger face frame widths of the existing door frame and the corresponding lower side window frames. The appellant suggests that harm to the building has already resulted from the recent addition of the side entrance lobby. Be that as it may, it is not a good reason to allow the harm, which I consider would arise from this proposal.
8. I recognise that technical advances have improved the design and appearance of uPVC windows since publication of PPG15. Nevertheless, the proposal would not accord with the principle of using materials appropriate to the age of the building. The seaside location

increases the demands for maintenance of timber windows, but this can be minimised by the use of durable high quality timber and well specified surface treatments. The thermal advantages of double glazing can also be achieved with well made timber windows. The appellant's husband is in poor health and I sympathise with her wish to avoid the smell and disturbance of repainting. However, paragraph 38 of *Planning Policy Guidance Note 1: General Policy and Principles* indicates that personal circumstances would seldom outweigh more general planning considerations because the development would remain long after these had ceased. The appellant believes the Council to have been inconsistent in its approach to other replacement windows nearby. This is not a matter for my consideration.

9. I conclude that the proposed replacement windows would harm the special architectural character and historic interest of the listed building and fail to preserve or enhance the character and appearance of the Lytham Conservation Area.

Wenda Fabian

Inspector

REPORT



REPORT OF	MEETING	DATE	ITEM NO
BUILT ENVIRONMENT	DEVELOPMENT CONTROL COMMITTEE	24 AUGUST 2005	5

REPORT OF APPEAL DECISION AT 11 TALBOT TERRACE, LYTHAM

Public/Exempt item

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

Summary

Officers refused an application for the formation of a driveway and alterations to boundary wall on 2 September 2005. The appellants determined to appeal that decision by way of written representations. The Inspectors decision is dated 1 July 2005.

The application was to remove a section of the cobbled wall to create a new driveway with new cobbled insert walls bounding the drive. The appellant also wished to place solid board fencing above the cobbled boundary walls to create a private garden area. During determination of the appeal the appellant submitted amended plans to remove the driveway, however the Inspector determined that he must consider the application on the basis of the submitted scheme.

The appeal was dismissed on the grounds of highway safety and the impact on the character and appearance of the Conservation Area.

Recommendation/s

That Members note the Inspectors decision on this appeal.

Executive brief

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

Councillor Bill Thompson

Site Address: 11 Talbot Terrace, Lytham

Continued....

Development: Formation of driveway and alterations to boundary wall

Appellant : Miss A Hardman

Officer Recommendation: Refuse

Date Of Decision: 2nd September 2004

Summary of Decision: Appeal dismissed

Heard By: Written Representations

Date of Appeal Decision: 1st July 2005

Report

1. The original application was refused on the grounds that the siting of the fencing behind the cobbled wall would create a harsh feature when viewed within the street scene.
2. When viewing the proposal in relation to the surrounding Conservation Area the Inspector considered that this part of the Conservation Area has a soft and attractive appearance due to the small well-treed open space, and that the hedges, shrubs and trees around the appeal property add to this appearance. The Inspector considered that the removal of part of this plating and its replacement with the timber fence above the boundary wall would introduce a harsh and obtrusive feature which would detract from the appearance of the Conservation Area. If the appeal were to be allowed the Inspector felt it would be contrary to policy EP3 of the Fylde Borough Local Plan.
3. The appellants had stressed and provided evidence of other examples of fences and walls within the vicinity, however the Inspector felt that they also detract from the area and whilst he is not aware of the circumstance surrounding these developments he feels that they have an equally damaging effect on the character and appearance of the area.
4. The Inspector was satisfied that the fence panels would not obstruct a driver's view when negotiating the corner of Cleveland Road with Talbot Terrace. However, he did have concerns regarding highway safety and the obstructed view of a driver when emerging from the garden of the appeal property.
5. After careful consideration of the appellant's wish to have off-street parking and her concerns over security and rubbish, the issues regarding highway safety and the visual impact the proposal would have on the character and appearance of the Conservation Area have been viewed to be too detrimental to allow the appeal. The Inspector therefore dismissed the appeal.

IMPLICATIONS	
Finance	None
Legal	None
Community Safety	None

Human Rights and Equalities	None
Sustainability	None
Health & Safety and Risk Management	None

REPORT AUTHOR	TEL	DATE	DOC ID
Rebecca Delooze	(01253) 658456	02/08/05	

LIST OF BACKGROUND PAPERS		
NAME OF DOCUMENT	DATE	WHERE AVAILABLE FOR INSPECTION
Document name		St Annes Town Hall, St Annes, FY8 1LW

Attached documents

The Inspectors report is appended to this report.



Appeal Decision

Site visit made on 15 June 2005

by **Leslie Coop** BA(Hons) DipTP MRTPI

an Inspector appointed by the First Secretary of State

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Date

01 JUL 2005

Appeal Ref: APP/M2325/A/04/1169058

11 Talbot Terrace, Lytham, Lancashire FY8 5JQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Miss A Hardman against the decision of Fylde Borough Council.
- The application ref: 04/0667, dated 1 July 2004, was refused by notice dated 2 September 2004.
- The development proposed is formation of driveway and alterations to boundary walls.

Decision

1. I dismiss the appeal.

Preliminary Matters

2. Following the refusal of the application, the appellant amended the proposals, omitting the proposed driveway. However, I must consider the appeal on the basis of the submitted scheme.

Reasons for the Decision

3. The appeal dwelling is a corner property, surrounded by cobbled boundary walls which are a characteristic feature of the Fylde Conservation Area and the properties in Talbot Terrace. This part of the Conservation Area has a soft and attractive appearance due to the small well-treed open space on the opposite side of Talbot Terrace and the landscaped strip on the north side of Cleveland Road adjacent to the railway line. The hedges, shrubs and trees around the appeal property add to this appearance. I consider that the removal of part of this planting and its replacement with the timber fence above the boundary wall would introduce a harsh and obtrusive feature which would detract from the appearance of the wall and harm both the character and appearance of the Conservation Area. In my opinion, to allow the appeal would permit a development that would be contrary to Policy EP3 of the Fylde Borough Local Plan. In reaching this conclusion, I have taken into account the positive contribution the brickwork dividing wall with inset cobbled panels would make and also the photographs of properties in other parts of the Conservation Area where walls and fences have been erected. I am not aware of the circumstances surrounding these developments and, in my view, a number of them have an equally damaging effect on the character and appearance of the area. I did not observe any similar fences in the vicinity of the appeal site and, in any event, I have reached my conclusions on the site-specific considerations of this case.
4. As a result of my visit, I am satisfied that the panels would not obstruct a driver's view

when negotiating the corner of Cleveland Road with Talbot Terrace. However, I am concerned that the fence would obstruct the view of the driver of a vehicle emerging from the garden of the appeal property, thereby creating a highway safety hazard to pedestrians and other users of Cleveland Road.

5. I have carefully considered the appellant's wish to have off-street parking given the difficulties of parking in the area, and her concerns over security and rubbish. However, I do not consider these to be sufficient reasons to permit a development that would cause a highway safety problem and which would conflict with the objectives of a policy which aims to protect the character and appearance of conservation areas.

Leslie Corp.

INSPECTOR

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24 August 2005

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Development Control Committee Schedule

24 August 2005

Item Number: 1

Application Reference: 05/0505		Type of Application: Full Planning Permission	
Applicant:	Fylde Primary Care Trust	Agent :	B + R Partnership
Location:	JUNCTION BOUNDARY ROAD, LYTHAM ROAD, PRESTON ROAD, LYTHAM, LYTHAM ST ANNES, FY8 5		
Proposal:	NEW PRIMARY CARE CENTRE WITH ASSOCIATED RETAIL PHARMACY AND DENTAL CLINIC		
Parish:	St Johns	Area Team:	Area Team 1
Weeks on Hand:	11	Case Officer:	Miss R Delooze
Reason for Delay:	Delays due to amendments and further information required as a result of comments made by statutory consultees.		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application proposed is considered to meet all relevant development plan policies, and is therefore recommended for a minded approval subject to a Section 278 agreement with Lancashire County Highways to ensure the required road improvements and alterations are carried out, and a Section 106 legal agreement to ensure the payment of £20,000 to Lancashire County Council for the upgrading of two bus stops.

Reason for Reporting to Committee

This application is on Committee as it is a major application and lies outside the approved delegation scheme.

Site Description and Location

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

Details of Proposal

The application proposes a three storey modern health centre, which is to incorporate doctors consulting rooms, dentists facilities and a retail pharmacy. The doctors surgeries are to be relocated to this site from their existing positions in the Centre of Lytham and along with the other aspects of the

development will create a health centre of 5122.7 cubic metres, of which the retail element will be 138.7 cubic metres.

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

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

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

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

Relevant Planning History

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

5/75/349	Self service petrol filling station, car wash, Refusal underground petrol storage tanks and sales building.	20/08/75
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Parish Council Observations

N/A

Statutory Consultees

County Highways Authority -

"Parking

The parking requirements as per phase 1 are considered to be insufficient to cope with the development proposed. LCC standards permit a maximum of 4 per consulting room and on the basis of 25 consulting rooms (even though these will not be fully utilised for the foreseeable future), a maximum of 100 spaces are considered necessary at this location. Antony Kavanagh displayed revised plans showing increased parking levels for both phases. The possible combined parking provision is 110 spaces, which is acceptable, allowing a small element of available space for the other services at the centre. It was agreed that the car park spaces created in Phase 2 of the development (the land for this phase is not available until later this calendar year) could be constructed and useable by the time the centre is officially opened.

The car parking areas are to be revised to incorporate turning facilities.

The disabled element of parking is to be levied at 10% in accordance with LCC standards.

Health Port

This is currently too tight for access by larger vehicles and appropriate amendments (radii easements) are to be made to allow access. This also applies to the radii on the access to the northerly parking area.

Boundary Road

This is to be widened to 7.3 metres for the length of the site frontage and brought up to adoptable standards. A footway will run along the entire length of the site frontage (west side) from its junction with Preston Road A584.

Boundary Road/Preston Road (A584) Junction

LCC dispute the traffic generation figures for the health centre which were obtained from a study of the existing doctors surgeries, but exclude the dental element. The Primary Care Trust are to re-examine their data and LCC will arrange for a traffic count as existing on Boundary Road. The purpose of the additional information is to determine the road layout at Boundary Road/Preston Road junction.

Should the final figures be drastically different from those already produced, significant changes will be required. If the actual numbers are not too far removed from those existing, there are alternative measures proposed which I will come to shortly.

Pedestrian access and sustainable transport links

The Primary Care Trust have produced a 'healthy transport plan' which encourages alternative modes

of transport. An excellent document which must be promoted as it is intended. In order to achieve the aims of the plan, facilities must be in place to enable the alternative travel choice to be made. This relates to the provision of better public transport facilities and means of crossing the road for pedestrians who either walk to the centre or use the bus and need to cross to access shops.

A footway link from the bus stop on the north side of Preston Road into the site needs to be made.

A contribution of £20,000 has been agreed, secured by a Section 106 agreement for the upgrading of the two bus stops adjacent to the site.

Regardless of the results of the traffic counts, the bus stop on the south side of Preston Road will need to be re-located further west. Should the traffic counts reveal a necessary junction upgrade, the possibility of traffic signals will necessitate its removal. If such an improvement is not required, the Primary Care Trust have agreed to provide a Puffin Crossing west of Stanways access. For pedestrians to use the crossing, the bus stop will need to be located west of an agreed crossing point.

Lytham Quays

Publicity distributed for Lytham Quays details a primary school on Boundary Road and a possible park and ride? What are the details of these schemes and how will they affect the junction with Preston Road? i.e, is there to be any protected land within the PCT site for a possible junction improvement.

Summary

The development is acceptable in principle.

The parking levels are agreed at 110 spaces (10% disabled) subject to phases 1 and 2 of the car parking areas being available when the centre officially opens.

Boundary Road is to be widened and made up to adoptable standards along the site frontage. This will be the subject of an appropriate Legal Agreement with the County Council (S278). The Highway Authority reserve the right to provide the works within the highway.

Subject to more detailed traffic count information either (a) the junction of Boundary Road and Preston Road is to be upgraded incorporating a pedestrian phase, OR (b) a puffin crossing is to be provided on Preston Road A584 west of Stanways access. An appropriate condition must be written into the planning conditions, should permission be granted to secure the necessary highway works as yet undetermined. In both scenarios the developer will have to enter into a Section 278 agreement with the County Council (as above).

The existing bus stop on the south side of Preston Road is to be moved an appropriate distance (yet to be agreed) in a westerly direction.

The PCT to contribute £20,000 by Section 106 to upgrading closest bus stops on Preston Road."

United Utilities -

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

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

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

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

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

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

The documents are as follows:-

HS (G) 47- Avoiding danger from underground services

GS6 - Avoidance of danger from overhead electric lines.

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

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

BAe Systems -

"No objections to the proposal"

Blackpool Airport -

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

Environmental Health -

"No objections"

MOD -

"No safeguarding objection to the scheme"

Environment Agency -

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

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

view of this we withdraw our objection to the above application.

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

Observations of Other Interested Parties

Design Panel

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

Lytham Civic Society -

"This is an inappropriate location to meet the needs of Lytham as a whole. At present it is on the edge of town with inadequate transport facilities. There should be serious consideration of the effect of the movement of facilities to the edge of town, the likely closure of existing pharmacies in the town centre, and the effect on Lytham Hospital."

Lancashire Cyclists Action Group -

"The proposed site, as far as possible from the centre of the population which it is supposed to serve, within yards of the settlement boundary, on one of the most dangerous bends on the A584, is only easily reached by car, making a mockery of the NHS pronouncements encouraging more cycling and walking. Some years ago in fact, this very site was refused as a bus "turnaround", as it was too dangerous for them to cross the road, yet it is now proposed to add 500 car movements per day!

I agree with the sentiment expressed in the submitted appraisal, that this development is not designed for easy access be anyone elderly, infirm or in any way mobility impaired, being along walk across a busy and dangerous main road from the nearest bus-stop. In fact, it is only served by two relatively infrequent services. Surely, a better location would be the Cooksons Bakery site, for example, directly opposite Lytham Hospital, - served by far more bus routes, and nearer the centre of population. The Ansdell Health Centre or Clifton Hospital would be easier to access by bus from Lytham!

I note that there are only three "mobility impaired" car park spaces, out of a total of 49, for each 'phase'. This is in contravention of the mandatory Joint Lancashire Structure Plan SPG, which requires 10%, i.e. five, and actually recommends more for places such as HEALTH CENTRES, which, by their very function, will be attended by a high proportion of drivers with Blue Badges, as well as mothers with small children. The same SPG requires 4% (2) PTW parking places for each phase, of which there are none shown.

The cycle parking is not quantified, and is depicted with a roof which looks anything but weatherproof. By scaling the drawing, it would appear that it may be big enough to accommodate six 'Sheffield' stands, for twelve bikes, which is the minimum required for 10% of $2 \times (49 + 7)$, =11.2. (There appears to be only one bike facility for both phases)

I could not see any secure cycle parking for staff, or drying/changing/shower facilities, hopefully that was due to the adverse conditions under which I was forced to view the drawings, as it certainly should be included in any modern facility.

I presume that the seven car park spaces remote from the main car park are for staff - not many for

close on a hundred souls!

Neighbour Observations

Neighbouring commercial property raised concerns with the proposal in two separate letters:

- Boundary Road is unadopted and has a dangerous exit onto the main road, which has a 50 mph speed limit and is on a bend in the road.
- We are concerned for motorists attempting to turn right, especially elderly patients
- With an additional 98 staff and potentially 20,000+ patients for the Doctors' alone, not including the dental practice patients, we fear major congestion and the potential for a serious accident at the junction with Preston Road.
- We feel this would need widening at the junction and the addition of traffic lights to enable a safe exit for so many people.
- We also note that as the allocated parking for the health centre is only 7 spaces more than the proposed staffing level, we could have patients parking on Boundary Road and blocking access for lorries to the Industrial Estate at the bottom of the road.
- We own the frontage of Boundary Road and are seeking to clarify our legal position with regard to right of way over our land, with such a major development
- We feel that the Cooksons Bakery Site in the town would be a much more suitable location for such a public building

One letter received from a Lytham resident, main points raised were:

- No Local Plan could possibly approve a site for this purpose which is so far removed from the centre of the population it is supposed to serve.
- The infirm and chronically ill will face great problems in travelling to a consultation which might involve a return journey of up to five miles
- Such people will not be able to negotiate complicated road layouts on foot
- In face of future development at and near Dock Road, there will be much increased traffic movement in the area. This site at Boundary Road will be increasingly dangerous for those who approach across the Saltcotes Road junction from Lytham, towards the fast and dangerous highway into the open Country.
- In the absence of public consultation to ensure everyone understands the implications, this application from the blue should be rejected.

Stanways have said:

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

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

The letter reads:

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

1. I notice that you propose to line the pedestrian pathway with individual walls sub-divided by

landscaping/trees; the walls are indicated at 2.7m high which will obviously obstruct visibility of our Client's showroom.

2. There is also a requirement for a 2m maintenance strip adjacent to our Client's existing buildings which will probably affect your Phase 2 proposals.

3. Our client has also expressed concerns regarding the proposed landscaping shown to the car parking area of your site, and in particular the provision of trees and other obstructions rising above the 1m height.

4. Would you please provide details of the proposed boundary treatment, sub-dividing the two sites, particularly to the frontage of the site and to the rear of the showroom."

Relevant Planning Policy

Joint Lancashire Structure Plan:

Policy 2 - Main development locations

Policy 24 - Flood Risk

Fylde Borough Local Plan:

Policy SP1 - Development within Settlements

Policy EMP2 - Existing Business and Industrial Areas

Policy TR9 - Car parking within new developments

Policy EP29- Contaminated Land

Policy EP30 - Development within Floodplains

Policy CF1 - Provision of Community Facilities

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPG25: Development and flood risk

Environmental Impact Assessment

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

Comment and Analysis

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

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

It is accepted that the siting of this building on this land would be contrary to policy EMP1 of the Fylde Borough Local Plan, however the visual benefits of the proposal in this position, and the benefits of such a facility for the community is felt to override this issue and produce a facility which is considered acceptable.

The building although sited on the edge of the Town is still within the settlement area, and much of the objection to the proposal relates to its siting and poor opportunities to access the site, it is located on a main road and does have bus stops sited in front of the application site. The applicants did submit a healthy transport plan with their application which Lancashire County Highways thought was an

excellent document that should be promoted as it encourages the use of other modes of transport, there is also provision on site for parking of bicycles and motorised two-wheeled vehicles, as well as car parking which complies with the County standards and adequate provision for disabled drivers.

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

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

After full consideration of the highways matters, the County Surveyor is pleased with the proposal in principle, however they have requested certain conditions be attached to any approval to ensure maximum highway safety and local benefit. This is to be achieved via a Section 278 agreement which will provide either traffic lights or a puffin crossing at the junction with Preston Road (The final decision on this is to be agreed between the applicant and the Highways department after further survey work is carried out). The Highways department have also requested a further agreement to be attached to any approval to secure funds of £20,000 to pay for works to upgrade two nearby bus stops, the applicant has in principle agreed to both of these requirements. At the time of writing the report we are awaiting the finalised site plans which have been amended to provide adequate turning areas and manoeuvring space within the site at the request of the Highways Authority, these details will be submitted before Committee, any further details will be added to the late observations.

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

The Environment Agency originally objected to this application as they felt the flood risk assessment was not satisfactory for the development and they believed it would be required for civil emergencies and PPG25 states that even on land with a 1% risk of flooding buildings for this purpose are not allowed to be built on flood plains. After further discussion between the applicant and the Environment Agency they determined that the building was not to be used in times of civil emergency and as such withdrew their objection, however they have requested some conditions be attached.

The issues raised by the two neighbouring businesses have either been overcome within the report or are in fact private matters relating to covenants or private agreements which cannot be dealt with by the Planning Authority.

Conclusions

The proposed health centre is of an innovative, modern design that would create a beneficial facility for the residents of Lytham, and with appropriate highway improvements is considered acceptable and is therefore recommended to Members to be minded to approve subject to a Section 278 agreement and Section 106 legal agreement.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

In the interests of visual amenity.

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

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

4. The whole of the landscape works, as approved shall be implemented and subsequently maintained for a period of 10 years following the completion of the works. Maintenance shall comprise and include for the replacement of any trees, shrubs or hedges that are removed, dying, being seriously damaged or becoming seriously diseased within the above specified period, which shall be replaced by trees of a similar size and species. The whole of the planted areas shall be kept free of weeds, trees shall be pruned or thinned, at the appropriate times in accordance with current silvicultural practice. All tree stakes, ties, guys, guards and protective fencing shall be maintained in good repair and renewed as necessary. Mulching is required to a minimum layer of 75mm of spent mushroom compost or farm yard manure which should be applied around all tree and shrub planting after the initial watering. Weed growth over the whole of the planted area should be minimised. Any grassed area shall be kept mown to the appropriate height and managed in accordance with the approved scheme and programme.

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

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

To ensure adequate and appropriate cycle parking is provided.

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

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

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

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

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

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

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

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

10. This consent relates to the following plan numbers:

P21 (dated 24th May 2005)
P22 (dated 24th May 2005)
P01 Revision B (dated 2nd August 2005)
P11 Revision B (dated 2nd August 2005)
P02 (dated 24th May 2005)

PO3 (dated 24th May 2005)
PO4 Revision A (dated 22nd June 2005)
P23 Revision A (dated 22nd June 2005)
P05 Revision A (dated 22nd June 2005)
P15 Revision A (dated 22nd June 2005)

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason

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

b) To enable:

-A risk assessment to be undertaken,
- Refinement of the conceptual model, and
The development of a Method statement and Remediation Strategy.

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

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

To prevent pollution of the water environment

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

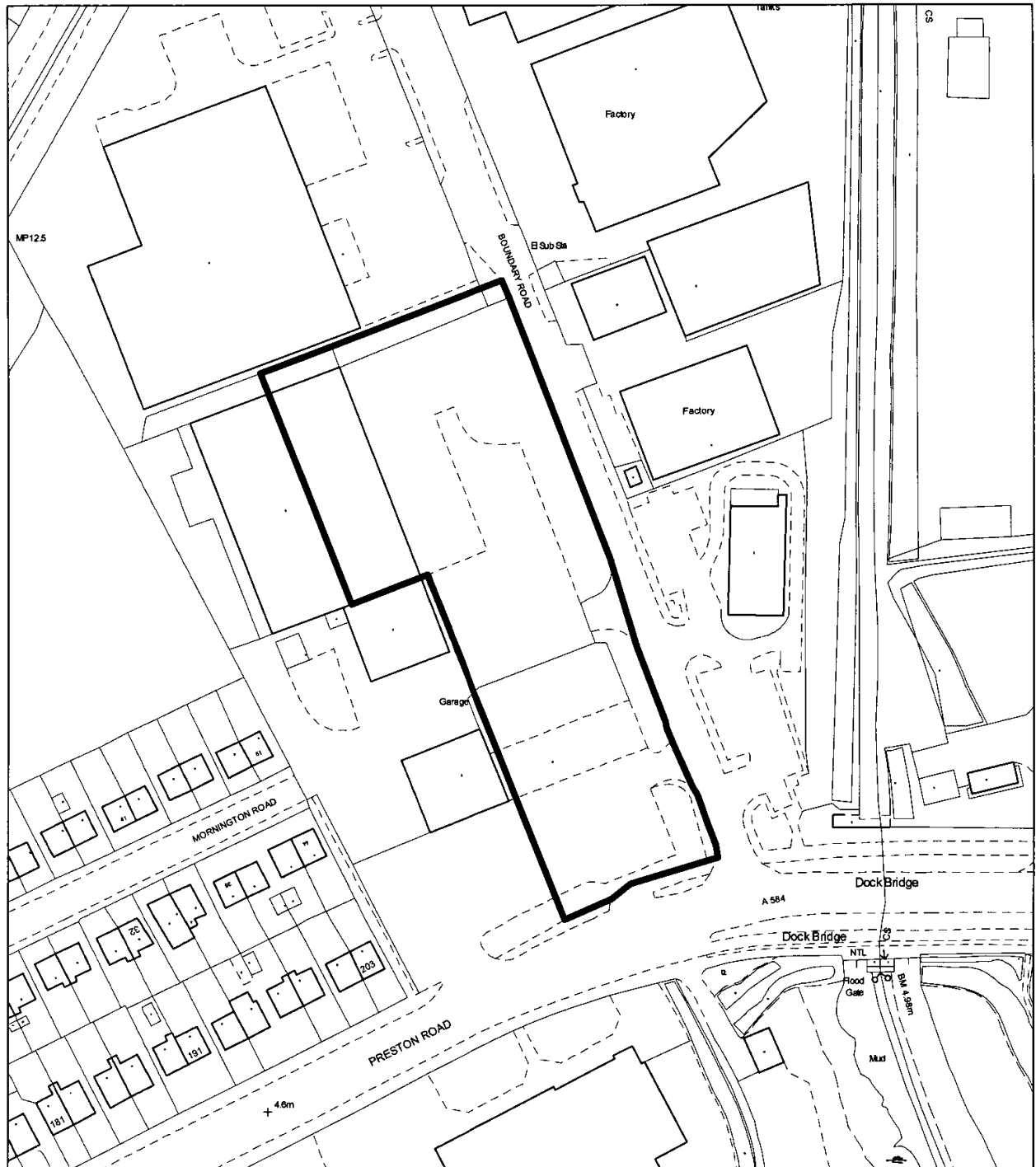
Fylde Borough Local Plan:

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

Joint Lancashire Structure Plan:

Policy 2
Policy 24

PPG's/PPS's: PPS1, PPG25



D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council		Reproduced from the Ordnance Survey Map with the permission of the Controller of H. M. Stationery Office. (C) Crown Copyright Reserved. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100006084.		
Application No. 5/05/0505	Address Junction Boundary Rd/ Preston Rd, Lytham	Grid Ref. E.3382 : N.4280	Scale N.T.S.	Item No. 1

Item Number: 2

Application Reference: 05/0628		Type of Application: Full Permission		Planning
Applicant:	Blackpool Airport Ltd	Agent :	Broadway Malyan	
Location:	BLACKPOOL AIRPORT, SQUIRES GATE LANE, ST ANNES, LYTHAM ST ANNES			
Proposal:	PROPOSED CREATION OF TEMPORARY CAR PARK			
Parish:	St Leonards	Area Team:	Area Team 2	
Weeks on Hand:	6	Case Officer:	Mrs J Cary	
Reason for Delay:	N/A			

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The main issues in relation to this proposal are whether there is justification for the additional car park spaces, together with any potential impact on neighbouring properties and on the highway network. It is considered that the expansion of the airport justifies a temporary period for the car parking area, and that measures proposed as part of this application, would seek to minimise the impact on the amenities of nearby residential properties. It is recommended therefore, the Members approve the application for a temporary 2-year period.

Reason for Reporting to Committee

Due to the number of neighbour objections to the application.

Site Description and Location

The site is land within Blackpool Airport, off Squires Gate Lane, Blackpool. The land is currently wasteland, located to the far west of the airport complex and adjacent to residential dwellings on Westgate Road, St Anne's.

Details of Proposal

The application is to create 140 additional staff parking spaces on current vacant land. The applicant is seeking a temporary permission for a period of 2 years, within which time, the applicant will assess the full operational requirements of the airport, together with its parking requirements, both staff and passenger.

The proposal is for a surface car park, laid out to accommodate 140 vehicles. An earth mounding is proposed along the boundary with the properties on Westgate Road, together with a proposed fence.

Relevant Planning History

Application No	Development	Decision	Date
T/00/0009	RE-SUBMISSION OF T/00/0007 TELECOMMUNICATIONS APPLICATION AND 15M LATTICE TOWER AND 1 NO. EQUIPMENT CABIN	Permission not required	31/08/2000
5/03/0621	PROPOSED OVERFLOW CAR PARK	Refused	30/10/03

Parish Council Observations

St Annes on the Sea Parish Council

No comments received.

Statutory Consultees

County Highways Authority -

The application is rather lacking in information, except to detail the passenger throughput. The proposed temporary car park shows 140 spaces. Where are the other 160.

If there are to be 300 new spaces, they must be justified i.e. how does the requirement for 300 additional staff parking spaces equate to the growth in passenger numbers when there is no provision for these?

The Local Transport Plan states that there should be a Sustainable Access Strategy for the Airport. This must be requested.

Additionally the impact of the extra traffic at the junctions with Squires Gate Lane must be considered. Without this information I must recommend that the application be refused.

Blackpool Borough Council

Further to your recent consultation on the above:

- I do not understand from the submitted information how the provision of an additional 300 staff car parking spaces relates to the growth in passenger numbers from the introduction of new routes; and
- It is the stated policy of both Blackpool and Lancashire's Provisional Local Transport Plans that there be a Surface Access Strategy for the Airport.

Therefore, this Council has no objection to the grant of a temporary, two year permission subject to a condition requiring Blackpool Airport Ltd to convene an Airport Transport Forum (with membership to include Blackpool Council, Fylde Council and Lancashire County Council), which should agree and publish a Surface Access Strategy, in line with the Department of Transport Guidance dated 26 July 1999 within two years of any granting of the permission (a copy of the guidance can be found at <http://www.dft.gov.uk/stellent/group/dft-aviation/documents/page/dft-aviation-503313.hcsp>), and should ensure that parking is resolved in advance of any attempt to secure an extended temporary permission, without completing a staff/passenger strategy.

OFFICER NOTE: Officers are of the opinion that, given that the application is for a 2 year temporary permission, the request to set up an Airport Transport Forum and a Surface Access Strategy is unreasonable. However, if Members are minded to approve the application for a temporary 2 year period, an informative note will be imposed bringing the applicant's attention to the requirement for

the above to be entered into, should the car park be required in excess of 2 years.

Observations of Other Interested Parties

None

Neighbour Observations

17 letters of objection have been received, together with a petition including 25 signatories. The grounds for objection are as follows:

1. concerns over security of property
2. car alarms being activated at night
3. dirt from the car park
4. air pollution and smell of exhaust fumes
5. noise and disturbance
6. general loss of privacy
7. loss of trees
8. devaluation
9. loss of view
10. mound would be a place to 'picnic' on

Relevant Planning Policy

Fylde Borough Local Plan:

TREC 19: Development of Airport and Associated Land

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPG13: Transport

Environmental Impact Assessment

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

Comment and Analysis

The applicant has submitted information in support of the application, which identifies the expansion, which has occurred over the last few years at Blackpool Airport in terms of passenger throughput. The supporting information is as follows:

'As you are aware the passenger numbers at Blackpool Airport have increased significantly since 2003 particularly with the Ryanair effect.

Passenger throughput was 280,000 in 2004 compared with 80,000 in 2003 by the end of this year we are expecting at least 370,000 passengers annually.

Additionally it was announced yesterday in the press that an Amsterdam twice-daily service would commence from September and tomorrow a further announcement regarding a daily Aberdeen service commencing in July.

Within the next couple of weeks a further announcement will be made regarding an extremely popular European destination commencing in November, this will produce a cumulative passenger figure of 700,000 by the end of 2006.

This will obviously impact on the existing car parking arrangements at Blackpool Airport and we will require additional car parking to cope with the above passenger throughput. We are exploring various options for the long-term strategy, but in the short term the most suitable option is to relocate existing staff parking to the eastern end of the site and utilise that area for public parking.

This change will give approximately an additional 300 car spaces for staff parking.

Should you require any further information please do not hesitate to contact me'.

As can be seen from the above information, Blackpool Airport has seen significant increases in passenger throughput, which has resulted in increased staffing and the potential for increased staff parking, hence this current application.

Members should be aware that a similar application was submitted back in 2003, for a car park on this site, which was refused under delegated powers. During the course of that application, Officers endeavoured to receive justification from the then applicant (the previous owners of the airport) in relation to the car park, together with improvements to the scheme, including a buffer between the proposed car park and the adjacent residential properties. However, despite numerous requests, this information was not forthcoming, and the application duly refused.

The airport has since changed hands and is now in the ownership of new owners who have assessed their operational requirements and found a deficit in staff parking. An important factor of which Members should also be aware of is that, had the owner notified the Local Authority of their intention to carry out the development **'prior to commencement of development'**, this development would actually be **'permitted development'**, under the provisions of the General Permitted Development Order 1995. However, the applicant was unaware of their requirement to notify the Local Authority prior to commencement, and respectfully commenced development, believing it to be **'permitted development'**. Given that this condition was not complied with, planning permission is respectfully required.

In terms of the merits of the proposal, Blackpool Airport has, without a doubt, increased significantly since the previous refusal for the car park. The airport also proposed to further increase its passenger throughput and has this week, submitted a planning application for the redevelopment of the passenger terminal building, in order to improve the efficient running of the airport and to assist in its expansion plans. In addition, there are other significant expansions proposed as part of the airport complex, which may also come to fruition in the near future. As a result therefore, it is considered that there is justification for the creation of this car park area on a temporary basis (as requested by the applicant), in order for the applicant to fully assess their operational requirements. In addition, the applicant also has an invalid application lodged with the Council on this particular application site for residential purposes. It is your Officer's view that the applicant would be wishing to implement the residential development in the future, should planning permission be granted for its development.

Notwithstanding the above, the issue with regards to potential impact on neighbouring properties on Westgate Road still have to be assessed in light of this current application. The application now proposes an earth mounding along the boundary with Westgate Road, to an overall height of 1.8m and spanning 3.6m in width. There would also be a buffer of 1.8m between the mounding and the boundaries of the adjacent properties. In addition, a fence is proposed to the inside of the mound (i.e., the car park side), to a style and height to be agreed, in order to avoid people standing on the mound and looking into the rear gardens. This in itself, will also provide an additional 'barrier' between the car park and the rear curtilages.

The dwellings abutting the site have relatively large rear garden areas, ranging between 22m and 25m. Given that resident's immediate sitting out areas are normally close to the rear of the dwellings, it is not considered that the proposed car park would give rise to significant levels of noise and

disturbance, so as to significantly impact upon their amenities. In addition, given the proposed mound, of the size, depth and position, this is also considered acceptable and would give a sufficient 'buffer' between the car park and the residential properties. In addition, the majority of the properties have relatively high brick walls/fences etc, which abut the application site.

Whilst it is accepted that a previous application has been refused for an identical application, this was due to the lack of information contained within the application and despite requests made by Officers, improvements to the proposal were not submitted. The application in its original format was therefore unacceptable. Almost 2 years have now lapsed since that previous refusal, and given the improvements made to the application and the justification for the car park, Officers are now of the opinion that permission should be granted for a temporary period of 2 years. Members should also be mindful of the fact that had the applicant notified the Local Authority of the proposal, prior to the commencement of the development, the development would be 'permitted development' and the environmental improvements sought as part of this application would not have been achieved.

The Highways Authority has questioned the number of spaces, but for clarification, the proposed number of spaces is 140 and not 300 as questioned by the Highways Officer.

The Highways Authority has also made the point that the extra impact at the junctions with Squires Gate Lane must be considered and without this information, must recommend that the application be refused.

Officer note: The junction with Squires Gate Lane is a relatively large traffic-signalled junction, which is sufficient to cater for the proposed car park. The junction already services the hotel, pub and airport facilities. It is not considered that this relatively small increase in vehicular movements would impact upon the junction, so as to result in a danger to highway safety.

In addition, in relation to the neighbour objections, these have been taken into account in the determination of the application and improvements made to the application in respect of a proposed mound and fence. This is considered to be sufficient to overcome the objections.

Conclusions

Having consideration of the above factors, Officers are of the opinion that there is justification for the development on a temporary basis, and that the mounding is of sufficient size and depth so as to minimise the impact on the residential amenities of the adjacent properties. The fence also seeks to address some of the resident's concerns. The application is therefore recommended for approval, subject to a temporary 2-year condition.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The use of the land as a car park shall be discontinued on 24th August 2007 and the land reinstated to a condition to be agreed with the Local Planning Authority unless a renewal of this permission is obtained.

The use of the land as a car park for an additional period of time, would require further consideration by the Local Planning Authority.

2. The use of the land as a car park shall be used for staff and passengers in conjunction with the operation of Blackpool Airport and for no other purpose.

The use of the land for any other purpose would require further consideration by the Local Planning Authority.

3. This consent relates to the revised plan[s] received by the Local Planning Authority on the 8th August 2005.

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

4. Prior to the use hereby becoming operational, the car parking area shall be surfaced, laid out in accordance with the approved plans and thereafter retained in its approved form unless planning permission is sought and obtained for an alternative scheme.

To secure a satisfactory standard of development.

5. Prior to the car park first being brought into use, the mounding identified on the approved plan shall be constructed, completed and grassed over to the satisfaction of the Local Planning Authority. The mounding shall thereafter be retained in its approved form unless planning permission is otherwise sought and obtained for an alternative scheme. On expiry of the use, the mounding shall be completely removed from the site unless a renewal of the permission is obtained.

In order to provide a buffer between the car park and residential properties and in order to safeguard the amenities of those residential properties.

6. Prior to the car park first being brought into use, a fence of a height and style to be first agreed in writing with the Local Planning Authority, shall be erected in the position indicated in red on the approved plan to the satisfaction of the Local Planning Authority. The fence shall thereafter be retained in its approved form unless otherwise agreed in writing with the Local Planning Authority.

To safeguard the amenities of neighbouring residential properties.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

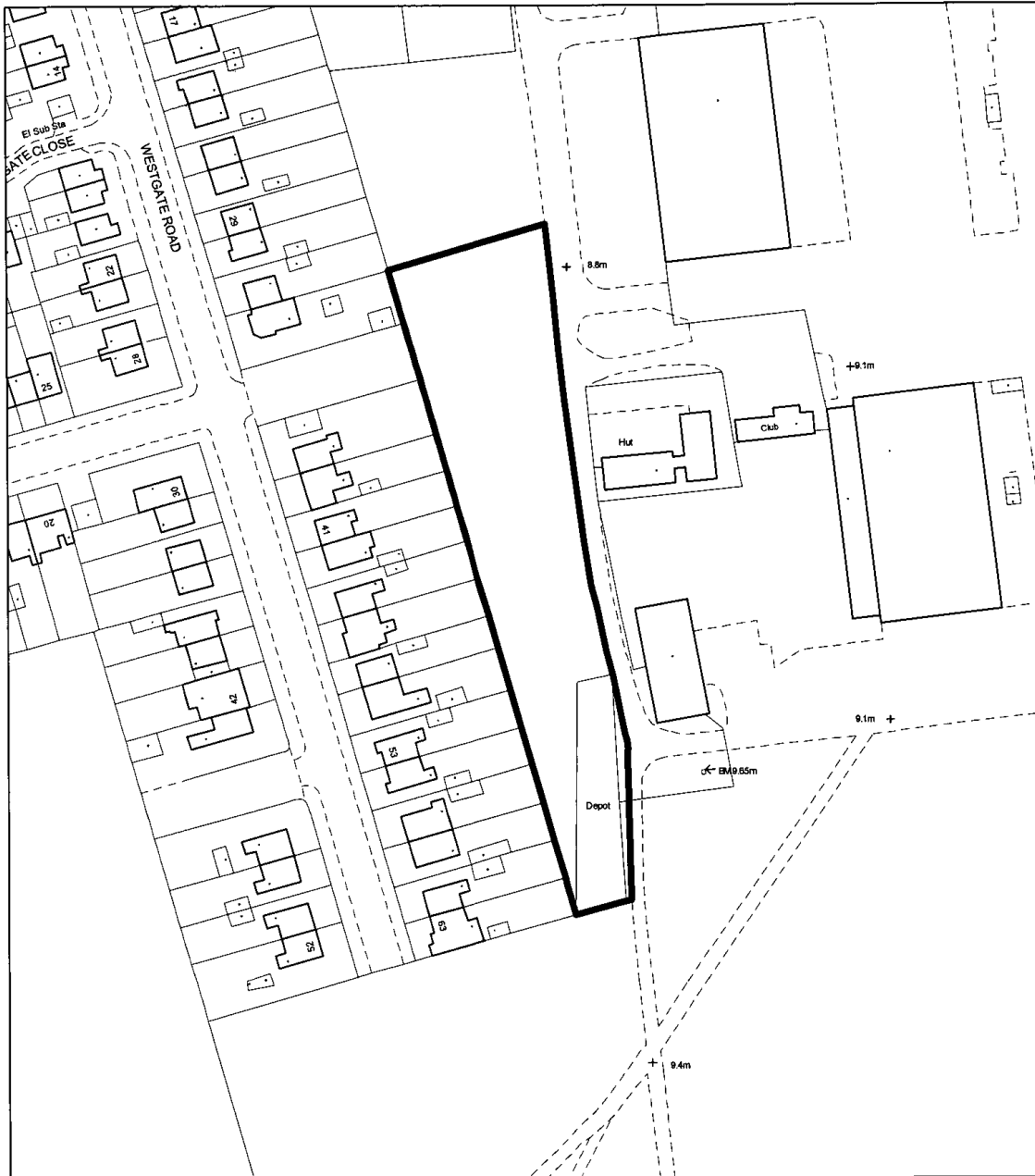
Fylde Borough Local Plan:

Joint Lancashire Structure Plan:

PPG's/PPS's: PPS1



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D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council		Reproduced from the Ordnance Survey Map with the permission of the Controller of H. M. Stationery Office. (C) Crown Copyright Reserved. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100006084.		
Application No. 5/05/0628	Address Blackpool Airport Squires Gate Ln, St Annes	Grid Ref. E.3312 : N.4316	Scale N.T.S.	Item No. 2

Item Number: 3

Application Reference: 05/0632		Type of Application:	Full Permission	Planning
Applicant:	Mr John Marsden	Agent :	Lancashire Glazing	Double
Location:	3 TROUTBECK ROAD, ST ANNES, LYTHAM ST ANNES, FY8 2LN			
Proposal:	CONSERVATORY TO REAR			
Parish:	St Leonards	Area Team:	Area Team 2	
Weeks on Hand:	5	Case Officer:	Ruth Thow	
Reason for Delay:	N/A			

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

It is considered that the proposal would not represent detriment to the visual amenity of the area, nor have a detrimental impact upon the amenity of nearby residential properties. The proposal satisfies the criteria set out in Policy HL10 of the Adopted Fylde Borough Local Plan.

Reason for Reporting to Committee

This application is on the agenda as the applicant is an employee of Fylde Borough Council and therefore, does not fall within the scheme of delegation.

Site Description and Location

The application site is a semi detached two storey property, the street scene is comprised of similar type properties, and it is within the urban area of Lytham St. Annes

Details of Proposal

This application proposes a conservatory to the rear elevation. It will extend 3 metres along the boundary and would be 3.1 metres wide with a pitched roof to an overall height of 3.2 metres

Relevant Planning History

None Relevant

Parish Council Observations

St Annes on the Sea Parish Council

"No specific observations"

Statutory Consultees

N/A

Observations of Other Interested Parties

None received

Neighbour Observations

None received

Relevant Planning Policy

Lancashire Structure Plan:

Policy 1

Primary Areas for Development

Fylde Borough Local Plan:

SP1

Development within settlements

HL10

House extensions

Other Relevant Policy:

PPS1: Delivering Sustainable Development

Environmental Impact Assessment

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

Comment and Analysis

The main issues to consider when determining this application are set out in Policy HL10 of the Adopted Fylde Borough Local Plan.

The development proposed is to the rear elevation of the property, there is an existing single storey extension at the rear, the conservatory will be adjoining the existing extension and will continue along the rear elevation to the boundary with the adjoining property at no.5 Troutbeck Road. The size and style of the conservatory is acceptable and in keeping with the scale and style of the existing dwelling.

With regard to the impact of the proposal on the neighbouring property, the application site is a semi-detached dwelling and the adjoining property has previously benefited from a conservatory that continues along the shared boundary, this conservatory extends rearwards by 2.1 metres, therefore, the addition of a conservatory in this position on the application property, would not breach 45 degree line and would not result in any loss of light to the adjoining property. There may be some loss of privacy as a result of the conservatory in this position, this could be overcome by imposing an obscure glazing condition, to those windows along the boundary.

The development leaves sufficient garden area remaining to serve the reasonable needs of the occupiers of the dwelling.

Conclusions

The conservatory would not represent a visual detriment to the street scene nor result in any loss of amenity for the occupiers of adjoining properties. The application is therefore recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. The materials of construction and/or finish in respect of the extension(s) hereby approved shall match those of the existing building entirely to the satisfaction of the Local Planning Authority.

To ensure visual harmony in respect of the overall development.

3. The proposed window(s) shown coloured GREEN on the approved plan shall be obscurely glazed and of a type that are either fixed or do not fully open inwards or outwards. The exact form and design of window shall be agreed with the Local Planning Authority prior to the commencement of built development on site and after insertion only the agreed type of window shall be subsequently refitted as a repair or replacement.

To safeguard the amenities of the occupants of adjacent residential properties.

REASON FOR APPROVAL

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

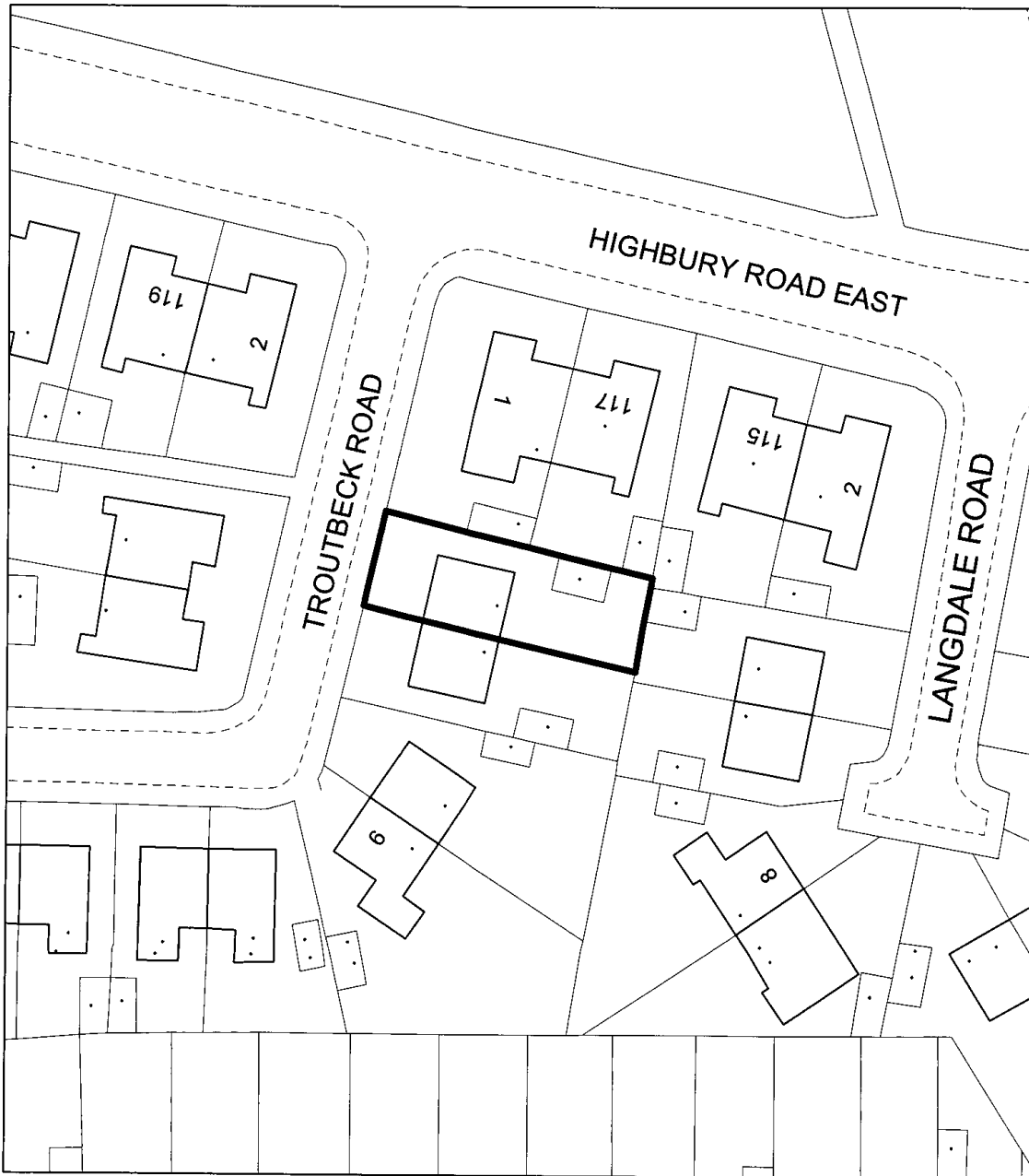
SUMMARY OF RELEVANT POLICIES

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

Fylde Borough Local Plan: SP1, HL10
Joint Lancashire Structure Plan: Policy 1
PPG's/PPS's: PPS1 Delivering Sustainable Development



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D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council		Reproduced from the Ordnance Survey Map with the permission of the Controller of H. M. Stationery Office. (C) Crown Copyright Reserved. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100006084.		
Application No. 5/05/0632	Address 3 Troutbeck Road St Annes	Grid Ref. E.3319 : N.4300	Scale N.T.S.	Item No. 3

Item Number: 4

Application Reference: 05/0634		Type of Application: Full Planning Permission	
Applicant:	Ribby Holiday Village	Agent :	Fletcher Smith Architects
Location:	RIBBY LEISURE, RIBBY ROAD, WREA GREEN, PRESTON		
Proposal:	REPLACEMENT OF 23NO. ALUMINIUM CLAD STATIC CARAVANS WITH 16NO. TIMBER CLAD EFFECT LODGES		
Parish:	Ribby with Wrea	Area Team:	Area Team 1
Weeks on Hand:	5	Case Officer:	Mr D Shepherd
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal is felt to comply with all relevant development plan policies and is therefore recommended for approval

Reason for Reporting to Committee

This application is on the agenda for Members determination because Kirkham Town Council have requested it go forward as they are concerned that the original design brief for Ribby Hall is being deviated from and would like assurance that the brief is being followed.

Site Description and Location

Ribby Holiday Village is large designated tourist and leisure site located on the outskirts of Wrea Green and Kirkham. The site is surrounded by designated Countryside.

In relation to this specific application the location of the proposed timber chalets is central to the rest of the site, and will be surrounded by other lodges, static caravans and woodland.

Details of Proposal

This application proposes the removal of 23 no. aluminium clad static caravans and their replacement with 16no. timber clad effect lodges within the same site area. There are two different size lodges proposed, 9 of the lodges are to be 15.2 metres in length, 6.1 metres in width, 2.7 metres in height to eaves and 3.3 metres in height to the pitch and are to provide a large two bed roomed accommodation. They are of a standard design and the proposed materials are charcoal grey granular textured tile effect roof, cherry coloured wood effect extruded recycled material walls, timber effect windows and black rainwater goods.

There are 7 smaller 3 bed roomed lodges proposed which will be 12.1 metres in length, 6.1 metres in

width, 2.7 metres in height to eaves and 3.3 metres to the pitch. The only difference between the two lodges is the lounge, kitchen and dining area vary in size, the proposed materials are the same.

Relevant Planning History

Application No	Development	Decision	Date
00/0253	EXTERNALLY ILLUMINATED FASCIA SIGN AND REPLACEMENT INTERNALLY ILLUMINATED SIGN ON SHOP BUILDING.	Granted	21/07/2000
00/0522	VERANDAH TO SIDE OF LODGE	Granted	09/08/2000
01/0293	PROPOSED TIMBER LODGE ADJ. TO SALES OFFICE (CHESTNUT RISE)	Granted	20/06/2001
02/0133	ADDITIONAL CAR PARKING ADJACENT TO EXISTING SHOP CAR PARKING &	Granted	27/03/2002
02/0611	SITING OF 6 STATIC CARAVANS FOR DISPLAY PURPOSES	Granted	12/11/2002
03/0123	PROPOSED TWO STOREY EXTENSION TO SALES ADMIN BLOCK	Granted	17/03/2003
03/0721	PROPOSED NEW BUILDING TO HOUSE CONFERENCE/DINING FACILITIES AT GROUND FLOOR AND OFFICES AT FIRST FLOOR	Granted	17/09/2003
03/1060	ERECTION OF STABLE BLOCK	Granted	22/12/2003
03/1114	SITING OF 6 NO. TIMBER CHALETs	Granted	21/01/2004
03/1117	CHANGE OF USE OF STABLES TO WELFARE FACILITIES INCLUDING OFFICE AND CANTEEN	Granted	21/01/2004
04/0272	KITCHEN EXTENSION TO CELEBRATIONS/CONFERENCE ROOM	Granted	17/05/2004
04/0824	SUBSTITUTION OF 18 NO. PREVIOUSLY APPROVED HOLIDAY DWELLINGS WITH 40 NO. HOLIDAY APARTMENT'S	Granted	21/09/2004
04/0982	ALTERATIONS AND EXTENSIONS TO EXISTING BAR, INCLUDING RAISING OF ROOF HEIGHT	Granted	18/11/2004
04/1116	TO PROVIDE 15 ADDITIONAL CAR PARKING SPACES AND CANOPY TO RECEPTION AREA	Granted	23/12/2004
05/0095	PROPOSED MIDDEN	Granted	14/03/2005
05/0494	CONSTRUCTION OF MAINTENANCE BUILDING IN AND EXTENDING EXISTING COMPOUND TO PROVIDE STORAGE, A GARAGE AND STAFF FACILITIES.	Granted	23/06/2005
88/0106	ONE NEW BUNGALOW	Refused	20/04/1988
89/0050	OUTLINE; ENLARGEMENT OF LEISURE COMPLEX, CRAFT VILLAGE &	Withdrawn by Applicant	02/03/1990
89/0731	EXTENSION TO RESTAURANT, KITCHEN AND	FORM Granted	06/12/1989
90/0626	OUTLINE FOR LEISURE VILLAGE WITH EXTENSION TO SPORTS CENTRE NEW HOTEL CRAFT & SHOPPING CENTRE GOLF COURSE & TENNIS COURTS AND RESIDENTIAL DEVELOPMENT	Withdrawn by Applicant	04/12/1990
92/0119	USE OF PART OF LEISURE PARK FOR	Granted	20/05/1992

	TOURING	
92/0831	OUTLINE App. FOR SITING OF CARAVANS, Refused	19/05/1993
	LEISURE FACILITIES,	
93/0139	PROPOSED ONE DAY CAR BOOT SALES ON Withdrawn by	08/03/1993
	30 SEPARATE DAYS Applicant	
93/0575	OUTLINE APP - SITING OF 603 CARAVANS, Refused	10/11/1993
	LEISURE FACILITIES	
94/0157	EXTENSION TO FORM SWIMMING POOL, Granted	25/05/1994
	SPA, & ASSOC FACILITIES	
94/0301	BOWLING GREEN Granted	31/05/1994
94/0302	EXTENSION TO EXISTING LAKE AND USE Granted	12/10/1994
	AS A BOATING LAKE	
94/0333	KITCHEN, FOOD STORE & PREPARATION Granted	16/06/1994
	ROOM	
94/0451	EXTENSION TO KITCHEN Granted	17/08/1994
94/0541	TEMPORARY USE OF LAND AS A THEMED Granted	12/10/1994
	CRAZY GOLF COURSE	
94/0571	CHANGE OF USE OF TEMPORARY SPORTS Granted	12/10/1994
	HALL TO CABARET AND	
94/0602	SITING OF 49 NO LODGES WITH Granted	12/10/1994
	ASSOCIATED INFRASTRUCTURE	
94/0611	ADVERT CONSENT TO DISPLAY 2 FASCIA Granted	12/10/1994
	SIGNS ON EXISTING	
94/0615	ERECTION OF 203 MASONRY CHALETS Granted	26/05/1995
	WITH ASSOCIATED	
94/0881	SITING OF CARAVANS WITH ASSOCIATED Granted	24/05/1995
	INFRASTRUCTURE IN	
95/0558	APPLICATION TO DELETE CONDITION NO. Granted	11/10/1995
	5 ON APP. 5/94/0302	
95/0770	110 NO. REGENCY LEISURE HOLIDAY Refused	27/03/1996
	UNITS	
96/0055	THREE TENNIS COURTS, PLUS Granted	24/04/1996
	ASSOCIATED 3.35 METRE HIGH	
96/0096	AMENDMENT OF 2 NO. UNITS RE: APP. NO. Refused	27/03/1996
	5/94/0602 FOR	
96/0097	ERECTION OF SECURITY CONTROL Granted	27/03/1996
	BUILDING	
96/0099	EXTENSION TO AEROBICS/CRECHE Granted	27/03/1996
	FACILITIES	
96/0100	CONSTRUCTION OF OUTDOOR CHILDREN'S Granted	24/04/1996
	PLAY AREA	
96/0119	MODIFICATION OF CONDITION NO. 2 ON Granted	24/04/1996
	APPLICATION 5/94/0571 TO EXTEND THE	
	OPENING HOURS	
96/0181	SHOP UNIT FOR LEISURE VILLAGE Granted	04/12/1996
96/0197	NEW BUILDING TO FORM SALES OFFICE Granted	22/05/1996
	INCORPORATING EXISTING	
96/0338	VERANDA TO SIDE ELEVATION OF Granted	19/06/1996
	RESTAURANT	
96/0339	IMPLEMENTS STORE ADJACENT TO Granted	20/08/1996
	EQUESTRIAN CENTRE	
96/0502	SINGLE STOREY SIDE EXTENSION TO Granted	18/09/1996
	PROVIDE NURSERY	
96/0578	ERECTION OF INDOOR RIDING SCHOOL Granted	09/10/1996
	BUILDING	

96/0809	PROPOSED CONSERVATORY TO CHILDRENS ROOM, THE VILLAGE INN	Granted	29/01/1997
97/0110	ERECTION OF 76 BEDROOM MOTEL AND ASSOCIATED PARKING	Withdrawn by Applicant	26/08/1997
97/0225	RENEWAL OF APPLICATION 5/96/0119 TO EXTEND THE OPENING HOURS	Granted	21/05/1997
97/0321	FORMATION OF ADDITIONAL TENNIS COURT WITH 3.4M. HIGH CHAIN LINK FENCE	Refused	18/06/1997
97/0335	ERECTION OF VERANDAH & STEPS TO SIDE OF LODGE	Granted	16/07/1997
97/0553	ERECTION OF SWIMMING POOL & BUILDING WITH LINK CORRIDOR FROM EXISTING	Withdrawn by Applicant	05/11/1997
97/0554	ENLARGE EXISTING BOATING LAKE, FORM ADVENTURE PLAY AREA ON EXISTING	Granted	05/11/1997
97/0555	RE-SUBMISSION OF APPLICATION NO. 5/96/181 FOR SHOP UNIT.	Granted	09/02/1998
97/0615	ERECTION OF ATTACHED BUILDING FOR MOTEL (39 BEDROOMS) PLUS PROVISION OF CAR PARK.	Granted	25/02/1998
97/0883	PROPOSED 2 AND 3 STOREY BUILDING FOR HOLIDAY APARTMENTS (22 NO.), AND ALTERATIONS TO CHALET GROUPS (49 UNITS)	Granted	22/04/1998
98/0021	PROPOSED ERECTION OF BUILDING FOR LINEN STORE	Withdrawn by Applicant	06/05/1998
98/0110	EXTENSION TO SHOP TO PROVIDE LAUNDERETTE	Granted	22/04/1998
98/0174	CONSTRUCTION OF 29 CAR PARKING SPACES WITH ASSOCIATED LANDSCAPING ON	Refused	22/04/1998
98/0301	ERECTION OF FRONT VERANDAH ON GABLE WITH EXISTING PATIO DOORS	Granted	15/07/1998
98/0307	SINGLE STOREY EXTENSION TO FORM ADDITIONAL RESTAURANT AREA	Granted	17/06/1998
98/0391	CREATION OF CARPETED SURFACE FOR OUTDOOR FLAT CARPET BOWLING ADJACENT	Granted	15/07/1998
98/0392	CONSTRUCTION OF A CAR PARK TO REAR OF SHOP/LAUNDERETTE WITH LANDSCAPING	Refused	12/08/1998
98/0406	MODIFICATION OF COND NO. 2 ON APPL 5/94/571 TO EXTEND OPENING FROM 12.00 MIDNIGHT TO 02.00 AM AT LATEST.	Granted	07/10/1998
98/0409	ERECTION OF SINGLE STOREY BUILDING TO HOUSE GAS REGULATOR AND ELECTRIC	Granted	12/08/1998
98/0541	WATER STORAGE TANK AND PUMP HOUSING	Granted	07/10/1998
98/0557	STORE EXTENSION TO SHOP AND REVISED SCREENING TO CALOR COMPOUND	Granted	07/10/1998
98/0740	ADVERTISEMENT CONSENT FOR VARIOUS ILLUMINATED SHOP SIGNS, NEW ENTRANCE	Granted	24/02/1999

98/0741	RE-SUBMISSION OF 5/97/883 TO AMEND ROOF PITCH AND HEIGHT TO ACCOMMODATE	Granted	24/02/1999
98/0745	CREATION OF PITCH AND PUTT GOLF COURSE AND EXTENSION TO SIDE OF SPORTS	Granted	26/05/1999
98/0752	EXTENSIONS TO FRONT AND REAR OF CABARET/CONFERENCE ROOM - CELEBRATIONS - TO INCREASE FLOORSPACE.	Granted	27/01/1999
99/0235	EXTENSION OF EXISTING CAR PARK BETWEEN SPORT 2000 BUILDING AND CHILDRENS	Granted	26/05/1999
99/0237	ERECTION OF TIMBER PAVILION ADJACENT TO BOWLING GREEN (RETROSPECTIVE)	Granted	11/08/1999
99/0278	SINGLE STOREY EXTENSIONS TO THE VILLAGE INN AND SUNRISE ROOM	Granted	14/07/1999
99/0379	VERANDA AND STEPS ATTACHED TO SIDE OF LODGE	Granted	11/08/1999
99/0480	PROPOSED SWIMMING POOL AND CHANGING AREAS	Granted	10/08/2000
99/0661	SINGLE STOREY EXTENSION TO SALES OFFICE	Granted	02/12/1999
99/0745	FORMATION OF 30 NO ADDITIONAL CAR PARKING SPACES	Granted	05/01/2000
99/0800	VERANDA AND STEPS TO SIDE ELEVATION	Granted	05/01/2000

Parish Council Observations

Wrea Green Parish Council

Specifically support the proposal

Kirkham Town Council

"Kirkham Town Council have requested that the above application is determined by the Development Control Committee as they are concerned that the original design brief for Ribby Hall is being deviated from and would like assurance that the brief is being followed."

Statutory Consultees

N/A

Observations of Other Interested Parties

N/A

Neighbour Observations

None received

Relevant Planning Policy

Joint Lancashire Structure Plan:
Policy 19: Tourism Development

Fylde Borough Local Plan:

TREC4 - Ribby Leisure

TREC 6 - Static caravans and chalets

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPG21: Tourism

Environmental Impact Assessment

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

Comment and Analysis

This application is on Committee because of the concerns raised by Kirkham Town Council regarding the Development Brief for the site. The original brief for the site has already been breached over several years and Officers contention with this application is that there is a clear benefit to the character and layout of the Holiday Park in the replacement of 23 Aluminium clad static caravans with 16 timber clad lodges, which clearly has the result of reducing the density of the holiday accommodation in this part of the site.

The main issues for consideration in this application are contained within policies TREC 4 and TREC6 of the Fylde Borough Local Plan.

The application proposes to remove 23 aluminium clad static units and replace them with 16 timber-clad chalets, thereby creating an overall loss of 7 units. This reduction in density is in compliance with the requirements of TREC 6, which states that any extension to static caravan sites should result in a lower density layout. Although this proposal does not involve any extension to Ribby Holiday Village, it does amend the existing internal layout of units to create a lower density and more pleasant environment. The proposed new lodges will also be more visually attractive and acceptable within this locality and as such is another benefit to the site. As a result of this reduced density, improved layout and visual impact benefits this proposal is felt to comply with all the relevant criteria in Policy TREC 6 of the Fylde Borough Local Plan.

In relation to policy TREC4, again the application is felt to be compliant with all relevant criteria and is considered to be of an acceptable scale and design when viewed in this location. The new layout of the chalets are also considered to have no harmful effect on the relationship with existing buildings on the site and will both enhance and protect the parkland character of the site and the setting of Ribby Hall. As the development is for holiday chalets it clearly complies with the requirement to only have development on site which is for the purposes of tourism, business tourism, leisure or recreation.

This area of Ribby Hall is located centrally within the overall site and as such is unlikely to be visible from the outside and will therefore have no detrimental impacts on either the street scene or on the character and appearance of the Countryside.

Conclusions

This proposal to reduce the overall density of this area of Ribby Holiday Village is considered to be an acceptable form of development and as such complies with all relevant development plan policies and is therefore recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. The holiday units hereby approved shall be used for holiday accommodation only and for no other purpose (including any other purpose within Class C the schedule to the Town & Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that order). They also shall not be occupied by any person or persons as holiday accommodation for more than 28 days, in any 6 month period.

The Local Planning Authority would not be prepared to accept permanent residential occupation on this site having regard to the adopted Development Plans and other material considerations.

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

In the interests of visual amenity.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

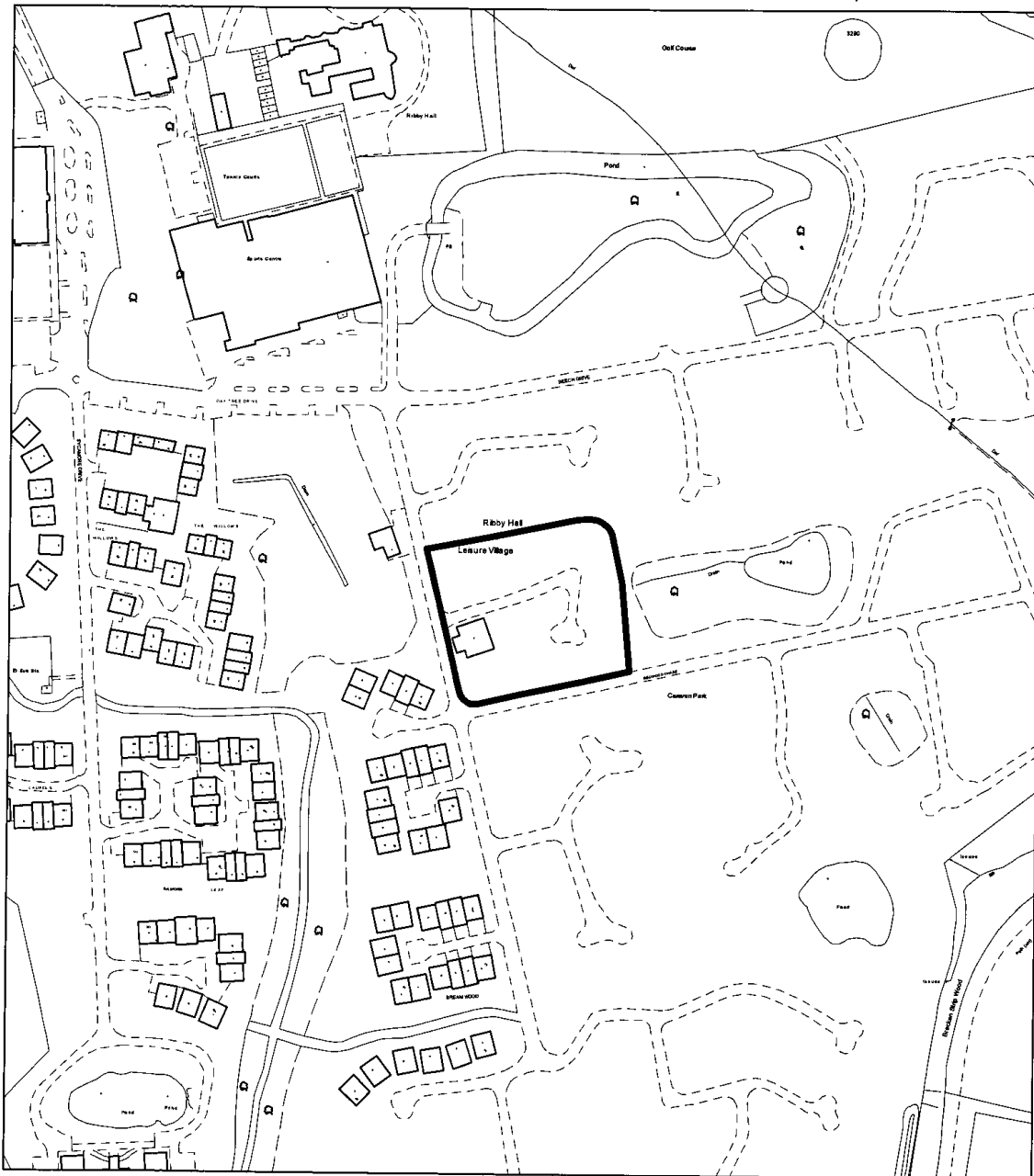
Fylde Borough Local Plan: TERC4, TREC6

Joint Lancashire Structure Plan: Policy 19

PPG's/PPS's: PPS1, PPG21



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

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Application No.

5/05/0634

Address

Ribby Leisure
Ribby Road, Wrea Green

Grid Ref.

E.3411 : N.4316

Scale

N.T.S.

Item No.

4

Item Number: 5

Application Reference: 05/0637		Type of Application:	Full Planning Permission
Applicant:	Mr and Mrs Fisher	Agent :	Mr J Whiteside
Location:	MANOR FARM, GREENHALGH LANE, GREENHALGH, KIRKHAM		
Proposal:	CONVERSION OF EXISTING GARAGE TO HOLIDAY FLAT, NEW DETACHED GARAGE WITH COVERED WAY TO FIRST FLOOR EXTENSION TO EXISTING BEDROOM AT REAR.		
Parish:	Greenhalgh Thistleton	with Area Team:	Area Team 2
Weeks on Hand:	5	Case Officer:	Ruth Thow
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal meets the criteria set out in Policy SP5 of the Adopted Fylde Borough Local Plans for the conversion of buildings in the countryside to new commercial uses and Policy HL6 enlargements of dwellings in the countryside. Members are therefore, recommended to grant planning permission subject to conditions

Reason for Reporting to Committee

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

Site Description and Location

The application site is a large detached house on Greenhalgh Lane, Greenhalgh. There is an attached double garage, with access and parking to the east elevation of the property and a gated pedestrian access to the west elevation.

Details of Proposal

The application proposes the conversion of the attached garage to use as a holiday cottage and a new double garage, to the west elevation of the main dwelling. The proposal also includes a first floor rear extension to the main bedroom. The proposed garage is 6.8 metres in width by 9.5 metres in length to an overall height of 4.5 metres. The first floor rear extension would be 3 metres in width by 5 metres in length.

Relevant Planning History

Application No	Development	Decision	Date
00/0736	SINGLE STOREY AND TWO STOREY EXTENSION TO REAR	Granted	15/11/2000
87/0278	DOUBLE GARAGE & FRONT CANOPY	Granted	04/11/1987
89/0801	CONSERVATORY AT REAR	Granted	08/11/1989

Parish Council Observations

Greenhalgh with Thistleton Parish Council

"I have to inform you that my Parish Council recommends refusal of the above application for the reasons set out below:

1. Over intensive development of the site
2. Can the applicant prove a need for a holiday flat
3. Highway grounds, which will involve additional traffic on a narrow country lane"

Statutory Consultees

County Highway Authority

"The proposed access would be acceptable if an appropriate visibility splay could be achieved. Currently the wall abuts the highway and should traffic emerge from the proposed access, the existing pillars and foliage obstruct the visibility splay.

There are two options, the first being to set the wall back to provide a suitable splay, the second to reduce the height of the pillars by removing a course or two of bricks to 1 metre and refix the chains between. The latter course of action would be the easiest.

The plans shown an open ungated driveway. Should it be intended to erect gates, these must be sited 5m back from the edge of the running carriageway and open inwards."

Observations of Other Interested Parties

N/A

Neighbour Observations

None received

Relevant Planning Policy

Joint Lancashire Structure Plan:

Policy 5 Development in Rural Areas

Fylde Borough Local Plan:

SP2 Development within countryside area
SP5 Conv of exist build outside settlements
HL6 Rural dwellings in countryside areas

Other Relevant Policy:

PPS1: Delivering Sustainable Development

Environmental Impact Assessment

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

Comment and Analysis

The main issues to consider in determining this application are set out in Policy SP2, SP5 and HL6 of the adopted Fylde Borough Local Plan.

Policy SP2 refers to development in the countryside and seeks to protect the value and rural character of the countryside. Whilst acknowledging this duty, certain forms of development maintain and enhance the rural economy. The policy goes on to state that some forms of tourism development can be appropriate within the rural areas, including small-scale tourist accommodation. The main element of this proposal is for the conversion of the attached garage to the main dwelling. This would provide for a two bedroomed, single storey accommodation with car parking, available on the existing driveway, the scale of the conversion would not attract a large volume of visitors

Policy SP5 refers to the adaption of buildings, in the countryside, to new commercial, industrial or recreational uses subject to various criteria. In this instance the building proposed is adjoining the main property and is currently used as a domestic garage, the building is in daily use and in a good state of repair and therefore would not require any major demolition or rebuilding works or alterations to make a habitable room. The proposal is on a small scale and would not lead to the dispersal of activity from the local village. The nature and extent of the development would be in keeping with the existing dwelling and surrounding buildings, there exists a number of large scale barn conversions along this stretch of Greenhalgh Lane and the application site is on a substantial plot of land, the addition of the new garage would not represent a visual detriment to the character of the area or the wider countryside. In response to the concerns raised by Greenhalgh Parish Council and to the access by the Highways Engineer, the applicant has reduced the extent of built development by the deletion of a link canopy to the proposed garage, thereby reducing the sprawl of the development.

With regard to the access to the new garage the County Highways Authority has expressed the view that the access would be acceptable for vehicles access and egress to the site provided minor amendments are made by the applicant to improve the visibility splay. These concerns have been addressed in the applicants revised plans and the access has been amended and moved 5 metres into the site, which would allow a vehicle to be parked whilst gates are opened thereby lessening any potential for traffic hazard.

As the proposal includes a new garage for domestic purposes, this would be considered an extension to the existing dwelling of which Policy HL6 is also applicable. The new works, together with previous approved extensions would represent an increase of 65% on the original dwelling. Whilst this total is an increase on that considered minor under the terms of the policy, the size of the plot and the size and scale of surrounding farm buildings and dwellings, would mean that this increase is not over intensive and out of scale and proportion with the character of the area.

Greenhalgh Parish Council have expressed concerns with regard to the development and on highway grounds, these points have been addressed above. Proof of a need for a holiday flat is not a requirement of Policy SP5.

Conclusions

It is considered that the development meets the criteria set out under Policies SP2, SP5 and HL6 of the Adopted Fylde Borough Local Plan. Accordingly Members are recommended to grant planning

permission subject to suitable conditions.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the revised plan[s] received by the Local Planning Authority on the 11th August 2005.

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

3. The materials of construction and/or finish in respect of the extension(s) hereby approved shall match those of the existing building entirely to the satisfaction of the Local Planning Authority.

To ensure visual harmony in respect of the overall development.

4. The holiday units hereby approved shall be used for holiday accommodation only and for no other purpose (including any other purpose within Class C the schedule to the Town & Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that order). They also shall not be occupied by any person or persons as holiday accommodation for more than 28 days, in any 6 month period.

The Local Planning Authority would not be prepared to accept permanent residential occupation on this site having regard to the adopted Development Plans and other material considerations.

5. The garage[s] shall be used as a private garage[s] only and no trade or business shall be carried on, in or from the building[s].

To safeguard the amenities of the neighbourhood.

6. The drive and accompanying visibility splay shall be laid out in accordance with the approved plans prior to the new access first being brought into use.

To safeguard the proper use of the highway.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

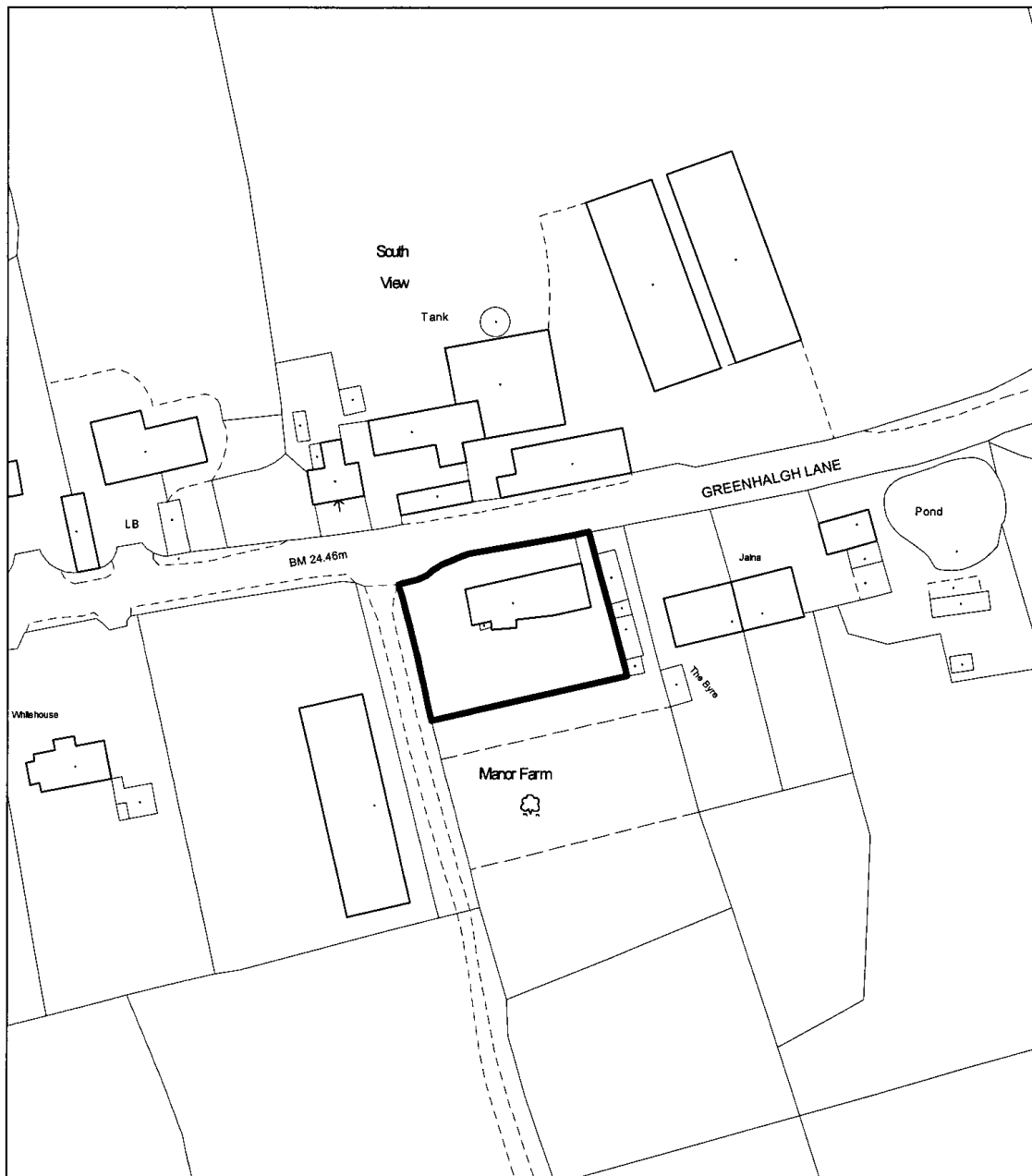
Fylde Borough Local Plan: SP2, SP5, HL6

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS7: Sustainable Development in Rural Areas



Page No.



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

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Application No.	Address	Grid Ref.	Scale	Item No.
5/05/0637	Manor Farm Greenhalgh Ln, Greenhalgh	E.3403 : N.4358	N.T.S.	5

Item Number: 6

Application Reference: 05/0658		Type of Application: Full Planning Permission	
Applicant:	GOC Manchester Ltd	Agent :	JM Architects
Location:	EDENFIELD, CLIFTON DRIVE, LYTHAM, LYTHAM ST ANNES		
Proposal:	RE-SUBMISSION OF 04/581 FOR ALTERATIONS TO CHANGE USE TO 14NO. PERMANENT UNITS WITH ONE OF THEM BEING IN AN ANNEX BUILDING		
Parish:	Ansdell	Area Team:	Area Team 1
Weeks on Hand:	5	Case Officer:	Mr D Shepherd
Reason for Delay:	N/A		

Summary of Recommended Decision: Approve Subject to the completion of a Sn 106 agreement

Summary of Officer Recommendation

The application is a resubmission of the recent approval for change of use of the building into 14no apartments. This proposal proposes the main building being converted into 13no units and the 14th unit is proposed in the old outbuilding.

The only real change to the external appearance of the building from the previous scheme is the proposal for two "internal" balconies on the south west roof slope (within the roof slope and with nothing protruding above the pitch of the roof) The proposal is acceptable with a S.106 Agreement to secure payment of £340,000 as previously approved.

Reason for Reporting to Committee

The application is reported to committee as the previous scheme was considered by committee and it contains affordable housing provision by way of a commuted sum payment.

Site Description and Location

In the Lytham Avenues Conservation Area, probably the last relatively untouched Victorian villa.

Details of Proposal

Revised proposals to previous approved scheme (04/0581) This application proposes the 14th flat in the outbuilding, as opposed to within the main building as the last scheme and the provision of two balconies within the roof slope of the south west elevation.

Relevant Planning History

Application No	Development	Decision	Date
03/0790	CONVERSION OF CONVALESCENT HOME INTO 14 NO. APARTMENTS, CONVERSION OF	Refused	17/12/2003
03/0869	CONSERVATION AREA CONSENT TO DEMOLISH PART OF BOUNDARY WALL INTO CLIFTON	Refused	23/12/2003
03/1063	CONVERSION OF HOTEL ANNEXE AND ALTERATIONS TO EXISTING COTTAGES TO FORM TWO LARGER DWELLINGS	Granted	16/01/2004
04/0581	ALTERATIONS AND CHANGE OF USE TO 14 NO. PERMANENT FLAT UNITS AND CONVERSION OF ANNEX BUILDING TO 4 GARAGES.	Granted	07/03/2005
05/0657	CONSERVATION AREA CONSENT TO RE-BUILD ONE OF THE LOWER PICHED WINGS ON THE NORTH WEST ELEVATION		
94/0582	10 PARKING SPACES IN DERELICT KITCHEN GARDEN	Granted	12/10/1994
94/0583	CONSERVATION AREA CONSENT TO PARTIALLY DEMOLISH	Granted	12/10/1994
97/0049	ALTERATIONS TO FORM 4 NO. NEW DOOR OPENINGS IN EXISTING BAY	Granted	07/03/1997
97/0103	ALTERATIONS TO EXISTING CAR PARK	Granted	23/04/1997
97/0542	ERECTION OF A COVERED WALKWAY TO LINK MAIN BUILDING WITH NEW BEDROOM	Granted	10/09/1997
97/0814	CONSTRUCTION OF 2 DORMER WINDOWS ON SOUTH WEST ELEVATION	Granted	31/12/1997
98/0428	CONSERVATION AREA CONSENT TO DEMOLISH 4.5 METRE WIDE SECTION OF 2.2 METRE	Granted	09/09/1998
98/0429	SINGLE STOREY EXTENSION TO PROVIDE SWIMMING POOL	Granted	09/09/1998
99/0104	FORMATION OF ATTIC WINDOW IN EAST ELEVATION	Granted	21/04/1999

Parish Council Observations

Not applicable

Statutory Consultees

County Highway Authority

The highway layout on the site is a vast improvement on the earlier submission. The level of 1.5 spaces per unit is about right when disabled spaces are taken into account. As recommended on the earlier application, the access width is shown to be 5 metres, however, if any gates are to be provided they should be 5 metres back from the highway. This is to ensure no vehicles are to wait on the highway to open gates. Standard Highway alteration note should be added to the decision notice.

Observations of Other Interested Parties

Lytham St Annes Civic Society

This is a much improved design compared to the previous scheme.

We would like some idea as to how important features are to be retained.

OFFICER NOTE: The features referred to are internal features and, as the building is not a Listed Building, the local planning authority cannot prevent the removal of these original features.

Neighbour Observations

None at time of writing this report

Relevant Planning Policy

Lancashire Structure Plan:

Policy 2 Main Development Locations

Policy 12 Housing Provision

Fylde Borough Local Plan:

HL 2 Housing Development on unallocated sites

HL 3 Affordable Housing

EP 3 Conservation Areas

Other Relevant Policy:

PPS 1: Delivering Sustainable Development

PPG 3: Housing

PPG 15: Planning and the Historic Environment

Fylde Borough Council SPG; "New Residential Development in Fylde Borough"

Environmental Impact Assessment

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

Comment and Analysis

As stated earlier, the application is a resubmission of a recent approval and the main difference is that the outbuilding previously approved for garaging, would now become the 14th unit of accommodation. Only 13 units are proposed within the main building as opposed to 14, as this would lead to a more acceptable layout internally within the development. The two proposed dormers are totally within the roof slope and do not protrude above the pitch of the existing roof in any way. (They are inset within the roof) The provision of these features would not be detrimental to the character and appearance of this part of the conservation area.

The car parking is redesigned from the earlier approval to accommodate a total of 27no car park spaces as opposed to the original 20no spaces. The proposed layout makes better use of the available areas for car parking than the previous scheme. LCC Highways had commented that the earlier scheme may prove unworkable due to its informal nature. As the proposal is for 14no flats, a total of 27 allows one and a half spaces per unit plus a visitor allowance of six.

The external elevations of the outbuilding would be modified in a simple but complimentary design to the main building and will not harm the character and appearance of the conservation area.

The internal courtyard of the main building would house the lift and staircase to all the apartments. Whilst the internal courtyard elevations are of a modern design, they are not visible from outside of

the development and do not harm the character and appearance of the conservation area.

Conclusions

This is an acceptable form of development in this conservation area location.

Recommendation

That Planning Permission be GRANTED subject to a S. 106 Legal Agreement ensuring payment of a commuted sum of £340,000 towards off site affordable housing provision and the following conditions:

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

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

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

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

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

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

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

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

5. The whole of the landscape works, as approved shall be implemented and subsequently maintained for a period of 10 years following the completion of the works. Maintenance shall comprise and include for the replacement of any trees, shrubs or hedges that are removed, dying, being seriously damaged or becoming seriously diseased within the above specified period, which shall be replaced by trees of a similar size and species. The whole of the planted areas shall be kept free of weeds, trees shall be pruned or thinned, at the appropriate times in accordance with current syvicultural practice. All tree stakes, ties, guys, guards and protective fencing shall be maintained in good repair and renewed as necessary. Mulching is required to a minimum layer of 75mm of spent mushroom compost or farm yard manure which should be applied around all tree and shrub planting after the initial watering. Weed growth over the whole of the planted area should be minimised. Any grassed area shall be kept mown to the appropriate height and managed in accordance with the approved scheme and programme.

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

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

Such details are not clearly shown on the application and to secure an overall satisfactory standard of development and to comply with policy EP 3 of the Fylde Borough Local Plan.

7. Before the development hereby approved is commenced, the increase in width of the existing entrance/opening as indicated on plan number 3612 P001 Rev A, dated 8th July 2005, shall be carried out.

Reason; In the interests of highway safety and to ensure that the opening is wide enough to allow two way traffic into and out of the site.

8. Full details of the security gate proposed at the entrance to the site shall be submitted to and approved by the Local Planning Authority prior to development commencing. Only such agreed gate shall be erected unless written approval is granted to an alternative gate.

Reason; In the interests of visual amenity and to comply with policy EP 3 of the Fylde Borough Local Plan.

9. This consent relates to the following plan[s] received by the Local Planning Authority
-All original submission plans dated 8th July 2005
and proposed NW and SW Elevations dated 19th July 2005.

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

10. Any new gates to the development shall be positioned at least 5 metres into the site from the highway.

Reason; To ensure there is sufficient room for motor vehicles to pull clear of the highway when opening or locking the gate(s) in the interest of highway safety.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

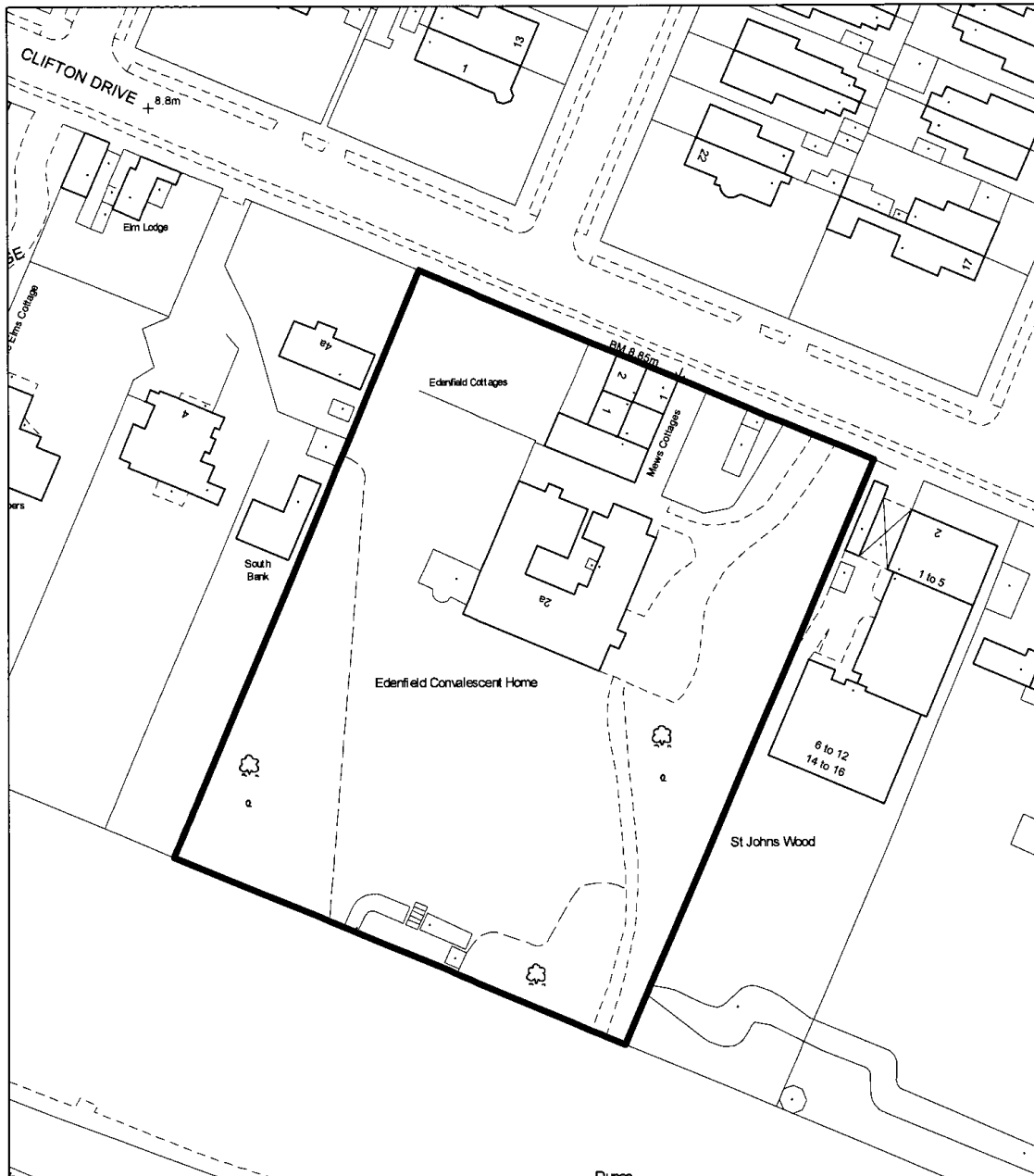
Fylde Borough Local Plan:HL 2 HL 3 and EP 3

Joint Lancashire Structure Plan:Policies 2 and 12

PPG's/PPS's: PPS1,PPG 3 and PPG 15



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D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council		Reproduced from the Ordnance Survey Map with the permission of the Controller of H. M. Stationery Office. (C) Crown Copyright Reserved. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100006084.		
Application No. 5/05/0658	Address Edenfield Clifton Drive, Lytham	Grid Ref. E.3353 : N.4270	Scale N.T.S.	Item No. 6

Item Number: 7

Application Reference: 05/0696		Type of Application: Full Planning Permission	
Applicant:	Moor Street Pharmacy	Agent :	Croft Goode Partnership
Location:	32 MOOR STREET, KIRKHAM, PRESTON, PR4 2AU		
Proposal:	RESUBMISSION OF APPLICATION 5/05/395 FOR EXTENSION TO EXISTING PHARMACY, NEW ACCESS DOOR AND RAMP, NEW ROOF TO EXTENSION AND EXISTING ENTRANCE		
Parish:	Kirkham	Area Team:	Area Team 1
Weeks on Hand:	3	Case Officer:	Mr D Shepherd
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

This application is recommended for conditional approval.

Reason for Reporting to Committee

This application was originally considered by Members at the June Committee meeting as Kirkham Town Council objected to the proposal stating the design and building materials to be used do not fit in with the street scene. The applicant has now re-submitted the application without the proposed cladding and is therefore back on Committee for a recommendation for approval as Members determined the last application.

Site Description and Location

End of terrace property set on the north side of Moor Street, Kirkham, which has been a Pharmacy since 1979. The commercial premises are outside the limits of Kirkham Town Centre and outside the limits of both the primary and secondary shopping frontages. There is a distinctive difference in land level from the front of the properties to the rear of properties along this terrace, in excess of 2m. Upon the elevated land to the rear, are the buildings that are, The Kirkham Health Centre. To the west elevation of these commercial premises is the car parking area for the Health Centre.

Details of Proposal

The applicant is proposing an extension to an existing extension at the first floor side and rear of these commercial premises. It is further proposed to widen the access door to the existing extension, form a new ramped access with handrails to this door, render the external elevations of the proposed extension only and to retain the existing brick gable on the existing property.

The existing extension to the rear sits on brick pillars which elevate the extension 2.2m higher than

ground level of the rear garden area, effectively the extension sits at first floor level. It projects 4.2m from the existing outrigger of the property and is 1.7m in width. It is proposed to extend the width of this extension by 2.2m thereby taking the first floor rear extension to the width of this outrigger. This element of the extension will again sit on a single pillar off which the extension will be cantilevered. The whole of the extension will remain at 2.2m above the rear garden ground level. It is proposed that the height to the extension and existing extension be raised from 3m to 3.2m retaining the flat roof. A new ramped access is to be laid to the front with new handrails.

Relevant Planning History

Application No	Development	Decision	Date
5/05/0395	Extension to side and rear and new access door	Refused	22/06/05
5/79/188	Change of Use residential into dispensary, waiting room store and office.	Refused	25/4/79
5/79/723	Change of Use vacant dwelling into dispensary, waiting room, store and office.	Approved	19/9/79
5/81/163	Projecting sign	Approved	1/4/81

Parish Council Observations

Kirkham Town Council

Support the proposal subject to neighbour consultation

Statutory Consultees

None.

Observations of Other Interested Parties

None received.

Neighbour Observations

None received.

Relevant Planning Policy

Fylde Borough Local Plan:
No relevant Policy

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Environmental Impact Assessment

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

Comment and Analysis

There is no specific Policy to consider this application against, therefore the main areas for consideration of the proposal submitted will be; its scale, design and external appearance, its impact upon the street scene and whether the amenities of the adjacent residential dwellings are prejudiced through loss of sun/daylight and whether the development is overbearing or dominant to the adjacent neighbour.

With regard to the extension that will sit at first floor level to the rear its impact upon the neighbouring property has to be assessed. The extension will be 2.2m off the boundary wall and is to be at first floor level, 2.2m above ground level. The rear boundary between these properties being defined with a brick wall to a height of 1.6m and a brick shed that is 1.7m in length with a mono pitched roof to a height in excess of 2.0m with a depth of 1.2m. This shed sits 3.3m from the rear elevation of the application site and is positioned against the boundary wall. Due to the orientation of the rear garden areas which are North facing, the extension, even with its increased height of 0.2m will have an imperceptible impact upon the available sun/daylight to the rear garden area of the adjacent property. To the first floor rear elevation of the neighbouring dwelling are two windows, the closest window to the boundary line being an obscurely glazed window that serves the bathroom area. Albeit the extension will breach the 45 degree line from this obscurely glazed bathroom window, this breach is not considered to adversely affect or prejudice the neighbours visual amenity. The extension will not breach the 45 degree line from the second first floor window of the adjacent property.

Within this street scene it is seen that the front elevations to buildings and dwellings in the immediate vicinity are a mixture of part render, fully rendered or red brick, the existing extension to 32 Moor Street which is set some 10m back from the highway being white render. The west elevation of 32 Moor Street can only be readily seen when travelling in an easterly direction along Moor Street however, from this direction this elevation is well obscured from view by an island of silver birch trees planted in the street scene some 10m to the west. It is agreed that these trees are deciduous and that leaf loss during autumn/winter will give greater view of the west elevation however, that view of the west elevation will still be impaired by the branch mass of the trees. To the front of the gabled wall is a raised planting bed that extends 7m across the front of the gabled wall it is 1.2m from ground level with a depth of 2m, this raised bed is planted with a large number of scrubs that are of varying heights to a maximum of 1.5m in height.

The rendering of the external elevation of the proposed extension is considered to be an acceptable use of material and will be acceptable within the existing street scene and nearby properties. The rendering of the extension will cause no visual detriment when seen either from the adjacent neighbouring property or the street scene.

Conclusions

The Built Environment Manager's view is that this proposal is considerably worse than Members previously refused in design terms, and hence a lost opportunity in enhancing the local environment. Notwithstanding this the Built Environment Manager considers that this proposal could not be justifiably refused.

It is concluded that the extension causes no detriment to the neighbour through loss of sun/daylight nor is the development overbearing or dominant. The extension, ramp and handrails cause no visual detriment to the street scene given that they are 10m from the highway and finally it is concluded that the rendering of the external elevations of the extension will cause no visual detriment to the street scene.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

In the interests of visual amenity.

REASON FOR APPROVAL

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

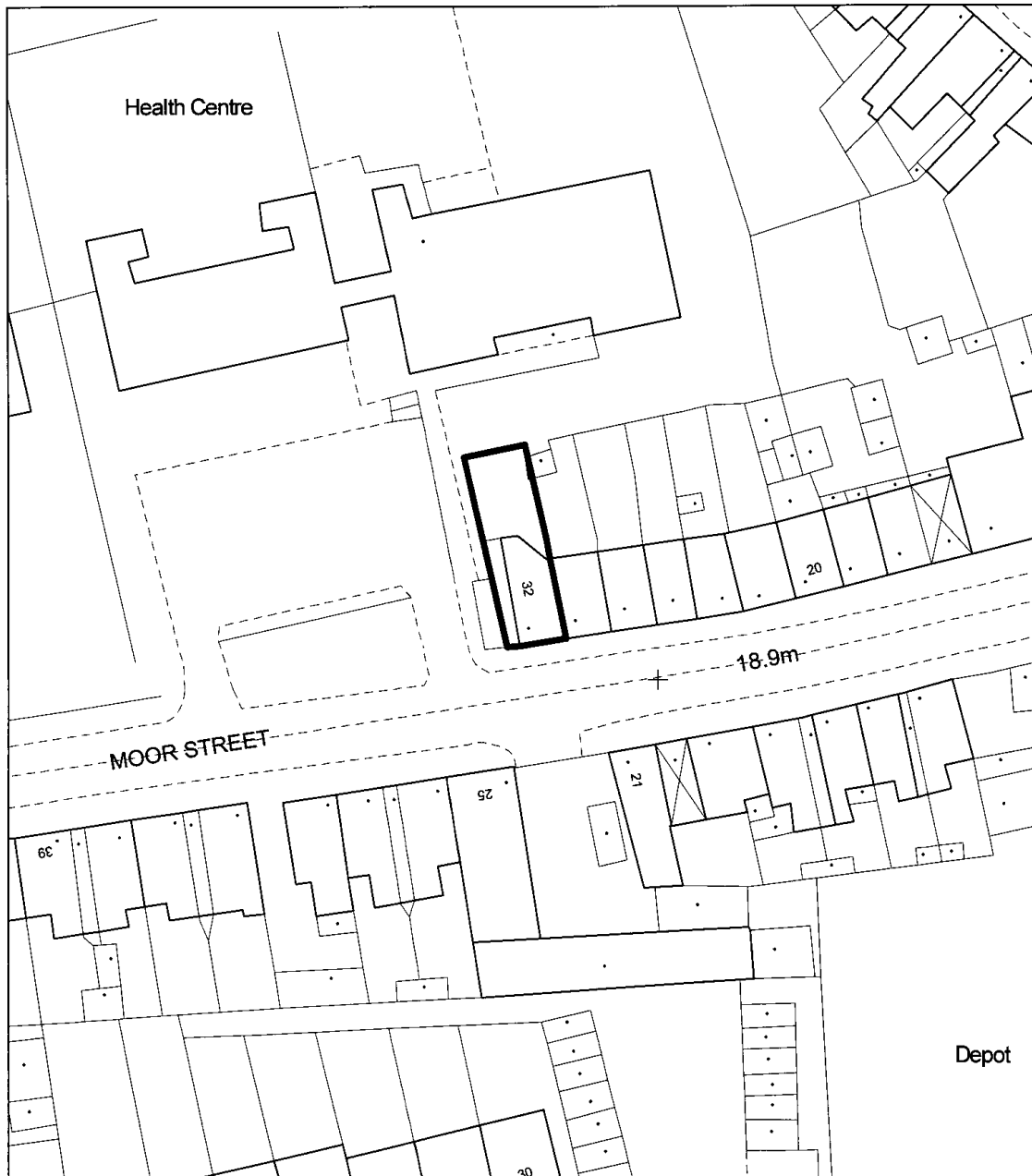
SUMMARY OF RELEVANT POLICIES

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

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



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Application No. 5/05/0696	Address 32 Moor Street Kirkham	Grid Ref. E.3422 : N.4320	Scale N.T.S.	Item No. 7