



Agenda

Public Protection Committee

| | |
|--------------------|--|
| Date: | Thursday, 28 November 2019 at 10:00am |
| Venue: | Town Hall, St Annes, FY8 1LW |
| Committee members: | <p>Councillor Angela Jacques (Chairman) Councillor Frank Andrews (Vice-Chairman)</p> <p>Councillors Brenda Blackshaw, Alan Clayton, Shirley Green, Gavin Harrison, Karen Henshaw JP, Paul Hodgson, Michael Sayward, Ray Thomas, Stan Trudgill.</p> |

| | PROCEDURAL ITEMS: | PAGE |
|---|---|-------|
| 1 | Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council's Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided. | 1 |
| 2 | Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 17 July 2019 as a correct record. | 1 |
| 3 | Substitute Members: Details of any substitute members notified in accordance with council procedure rule 23(c). | 1 |
| | DECISION ITEMS: | |
| 4 | Application To Licence A Mercedes Sprinter Minibus Conversion As A Private Hire Vehicle | 3-22 |
| 5 | Caravan Site Licensing- Little Orchard Caravan Park | 23-38 |
| 6 | Application For The Grant Of A Hackney Carriage/Private Hire Drivers Licence - TSL | 39-40 |
| | | |

Contact: Sharon Wadsworth- Telephone: (01253) 658546 – Email: democracy@fylde.gov.uk

The code of conduct for members can be found in the council's constitution at
<http://fylde.cmis.uk.com/fylde/DocumentsandInformation/PublicDocumentsandInformation.aspx>

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DECISION ITEM

| REPORT OF | MEETING | DATE | ITEM NO |
|--|-----------------------------|--------------------------------|---------|
| RESOURCES DIRECTORATE | PUBLIC PROTECTION COMMITTEE | 28 th NOVEMBER 2019 | 4 |
| APPLICATION TO LICENCE A MERCEDES SPRINTER MINIBUS CONVERSION AS A PRIVATE HIRE VEHICLE | | | |

PUBLIC ITEM

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

SUMMARY

This report is to inform Members of a request received by the Licensing Team to licence a type of vehicle which does not currently meet the Councils specification.

RECOMMENDATION

That the Committee considers the request to deviate away from the existing vehicle specification to permit the licensing of Mercedes Sprinter Minibuses as private hire vehicles

SUMMARY OF PREVIOUS DECISIONS

There are no previous decisions relating to this matter.

CORPORATE PRIORITIES

| | |
|--|---|
| Spending your money in the most efficient way to achieve excellent services (Value for Money) | |
| Delivering the services that customers expect of an excellent council (Clean and Green) | |
| Working with all partners (Vibrant Economy) | |
| To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live) | ✓ |
| Promoting Fylde as a great destination to visit (A Great Place to Visit) | ✓ |

REPORT

1. The Council has received a request from John Coombes of Fylde Executive Cars to licence a converted Mercedes Sprinter Minibus as a private hire vehicle. The request is attached at appendix 1.
2. The provisions of S48(1) of the Local Government (Miscellaneous Provisions) Act 1976 allow an authority to licence vehicles as private hire vehicles which are “suitable in type, size and design for use as a private hire vehicle; in a suitable mechanical condition, safe and comfortable” but must “not be of such design and appearance as to lead any person to believe that the vehicle is a hackney carriage.”

3. Fylde Council has adopted a [Hackney Carriage and Private Licensing Policy](#) which suggests that the maximum length of a private hire should be no more than 18 feet. The overall length of the vehicle requested is 19.458 feet, and as such, sits outside the policy.
4. The Fleet and Depot Manager has been consulted regarding the request and subject to there being sufficient doors as suggested within the policy states the, “vehicle looks very much suitable as a private hire vehicle.” However, it is now understood the vehicle is manufactured with 2 front doors, as opposed to three required by the policy, although this could potentially be mitigated by the design of windows/hatches to ensure they:

- can be opened and closed from inside and out
- latch securely in the closed position
- are clearly signed as emergency exits

And, where a ‘break glass’ emergency exit is fitted, it must be clearly signed as an emergency exit and a ‘break glass’ hammer must be present.

5. The Department for Transport's Best Practice Guidance relating to Taxi and Private Hire Licensing states,

The legislation gives local authorities a wide range of discretion over the types of vehicle that they can license as taxis or PHVs. Some authorities specify conditions that in practice can only be met by purpose-built vehicles but the majority license a range of vehicles.

Normally, the best practice is for local licensing authorities to adopt the principle of specifying as many different types of vehicle as possible. Indeed, local authorities might usefully set down a range of general criteria, leaving it open to the taxi and PHV trades to put forward vehicles of their own choice which can be shown to meet those criteria. In that way there can be flexibility for new vehicle types to be readily taken into account.

It is suggested that local licensing authorities should give very careful consideration to a policy which automatically rules out particular types of vehicle or prescribes only one type or a small number of types of vehicle. For example, the Department believes authorities should be particularly cautious about specifying only purpose-built taxis, with the strict constraint on supply that that implies. But of course the purpose-built vehicles are amongst those which a local authority could be expected to license. Similarly, it may be too restrictive to automatically rule out considering Multi-Purpose Vehicles, or to license them for fewer passengers than their seating capacity (provided of course that the capacity of the vehicle is not more than eight passengers).

6. The base vehicle will carry a European Certificate of Conformity and once converted will be re-tested within the UK under the M1 classification via a VOSA individual Vehicle Approval test. An email from the vehicle suppliers is attached at Appendix 2, together with the manufacturer's brochure (App 3), the proposed vehicle specification (App 4) and pictures of the proposed vehicle and layout (App 5).
7. Mr Coombes has been invited to attend the hearing and the Committee is therefore asked to determine the application.

| IMPLICATIONS | |
|---|--|
| Finance | None arising directly from the report. |
| Legal | None arising directly from the report. |
| Community Safety | None arising directly from the report. |
| Human Rights and Equalities | None arising directly from the report. |
| Sustainability and Environmental Impact | None arising directly from the report. |

| | |
|-------------------------------------|--|
| Health & Safety and Risk Management | None arising directly from the report. |
|-------------------------------------|--|

| LEAD AUTHOR | CONTACT DETAILS | DATE |
|-------------|---|-------------------------------|
| Andy Hough | andy.hough@fylde.gov.uk Tel 01253 658609 | 5 th November 2019 |

| BACKGROUND PAPERS | | |
|--|---------------|---|
| Name of document | Date | Where available for inspection |
| Hackney Carriage and Private Hire Licensing Policy | November 2017 | http://www.fylde.gov.uk/assets/files/11/Hackney-Carriage-and-Private-Hire-Licensing-Policy |

Attached documents

- Appendix 1 Request for licensing of Mercedes Sprinter Minibuses
- Appendix 2 Suppliers confirmation regarding Individual Vehicle Approval
- Appendix 3 Suppliers brochure
- Appendix 4 Proposed vehicle specification
- Appendix 5 Pictures of proposed vehicle layout

Morning Andy

Thanks for the call today regarding the considerations of accepting the Mercedes Sprinter 8 Seat mini bus conversion.

The overall length of the vehicle is 5,931 Metres long or 19,458 feet in total length. I know that the current Fylde Council Policy states 18 feet, but can I request that this be considered for Executive Chauffeur Firms to be amended to allow for larger vehicles, providing that they do not require an O Licence or are classed as a PSV vehicle.

Fylde Executive Cars undertake more long distance and sightseeing tours type of work and we are finding that the V-Class Mercedes does not have the luggage space to cope with Golf Clubs and luggage for all seven passengers. The move to the 8 seat Sprinter, as a Private Hire Executive Vehicle will enable us to expand this area of our business and keep the vehicles registered with Fylde Council.

I have asked Chris Lawder CC'd in, to send through to you the "Vehicle Specifications and UK Quality Standards" as discussed. Chris an e brochure may be of use for the spec we are considering.

I would welcome your thoughts on how we may be able to move forward with these vehicles.

Kind Regards

John



JOHN COOMBES
MANAGING DIRECTOR

TELEPHONE 01772 632020
EMAIL john.l.coombes@fyldeexecutivecars.co.uk
WEBSITE www.fyldeexecutivecars.co.uk
BOOK ONLINE bookings.fyldeexecutivecars.co.uk
FACEBOOK Fylde Executive Cars Ltd

Good Evening John & Andy,

Sorry for the delay in supplying the attached information, I have been travelling down to our head office in Crawley today with limited access to my emails.

Firstly we are a European approved Mercedes-Benz convertor / builder, this means we have to adhere to all the requirements for changing a vehicle, from a commercial vehicle to a passenger carrying vehicle i.e. minibus / MPV. The base vehicle will carry a European COC (Certificate of Conformity) and once we convert the vehicle it will be re-tested within the UK under the M1 classification via a VOSA / IVA test. Part of this testing takes into account the floor system and seating configuration along with the emergency exit points.

I have attached a line drawing of the vehicle John Coombes is currently discussing with us. The second attachment is our EVM range brochure showing the vehicle in detail.

Please do not hesitate in contacting me should you require any further information in this matter.

Kind Regards,

Christopher Lawder | EVM Limited | Custom Vehicle Builders

UK | Ireland | Tel 0845 520 5160 | Fax 0845 520 5161 | Mob 077 326 04465 | www.evmdirect.co.uk

Norman House, 15 Stephenson's way, Three Bridges, Crawley, West Sussex, RH 10 1TN | Comagh Business Park, Kiltbeggan, Co Westmeath, Ireland





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WHAT CAN YOU EXPECT FROM EVM?



Product Expertise

EVM is a name synonymous with quality.

Our range has been expertly built to provide Mercedes-Benz quality of finish, durability and reliability throughout. The exterior finish is matched by the practical and comfortable interior which is available in a choice of colours and fabrics. It's a great all-round performer, with a highly versatile interior allowing it to be equipped to suit your service needs.

Build Quality

Our investment in our systems and processes underwrite your investment in our product.

- > All our vehicles are built with full European Whole Vehicle Type Approval
- > All our processes meet ISO 9001 standards

Custom Design

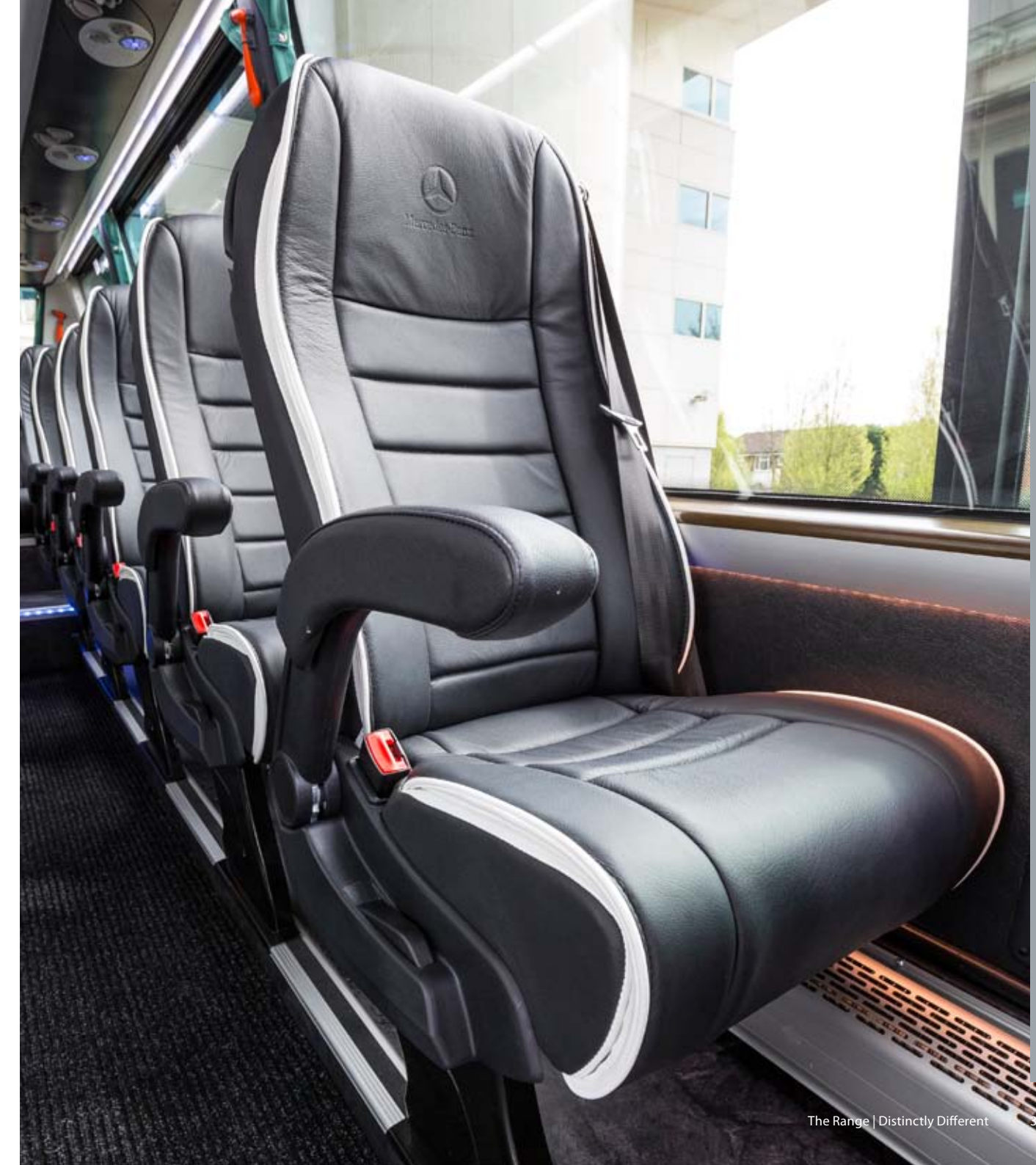
A professional transport solution is always an individual transport solution. The EVM Sprinter Range is the best example of this. Its flexible vehicle concept and impressively wide range of variants make it the ideal solution for many industries and applications.

Sound Investment

Your EVM Mini coach is an investment in your businesses future. EVM's vehicle's consistently realise higher resale values due to their outstanding reliability.

Kerb Appeal

Wherever your travels take you, your EVM Mini Coach is sure to turn heads. Its eye catching, state of the art design, makes it an appealing advertisement for your company.





STYLISH, INTERIOR
Double passenger tables are 'Legless' to ensure maximum leg room and easy access for your passengers.



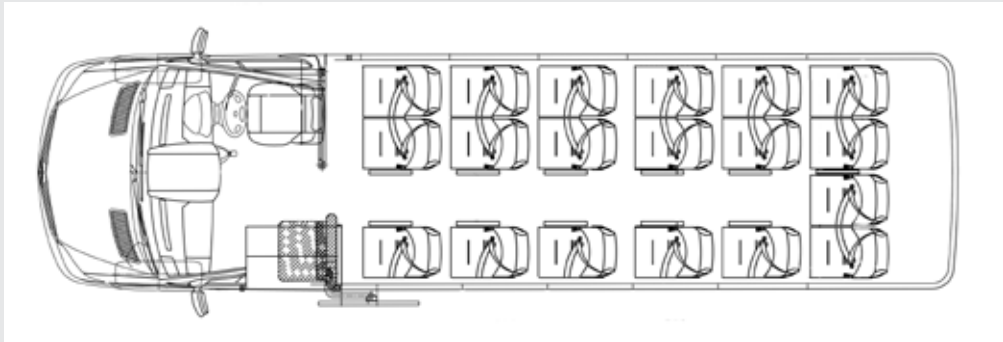
ADDITIONAL, LUGGAGE SPACE
Exterior side luggage lockers giving your passengers more room to securely store their belongings.



PASSENGER COMFORT
The Grand Tourer features a spacious interior with class leading comfort giving ample leg room for all passengers, with a wide range of seating options available.



SPACIOUS, LUGGAGE STORAGE
The coach back vertically elevating electrically powered door has an internal open and close switch which can only be accessed by the driver but does come with a manual override facility. The rear boot space will cater for a huge amount of luggage



INTERIOR, LAYOUT
The 20 seater layout shows one of the many variants you can choose for your passengers comfort. With the ability to change the layout for any eventuality, this really is a versatile mini coach.

GRAND TOURER FIRST CLASS TRAVEL

The EVM Grand Tourer, produced by our partner Car Bus, is a product that confers upon its owner the ability to provide luxurious comfort and space while transporting passengers in a fashion unequaled by any automobile or limousine.

Indeed, riding in the Grand Tourer spoils one forever when it comes to doing business on the go, entertaining friends, or just resting or relaxing throughout the journey. EVM's Coach built Sprinter is available in 16 and 19 seat + guide layouts. With panoramic glazing all around, maximum comfort and spaciousness is achieved. With a class leading rear boot space and side lockers on both side's, the Grand Tourer swallows up luggage with ease.



X-CLUSIVE OPULENT LUXURY AT YOUR FINGERTIPS

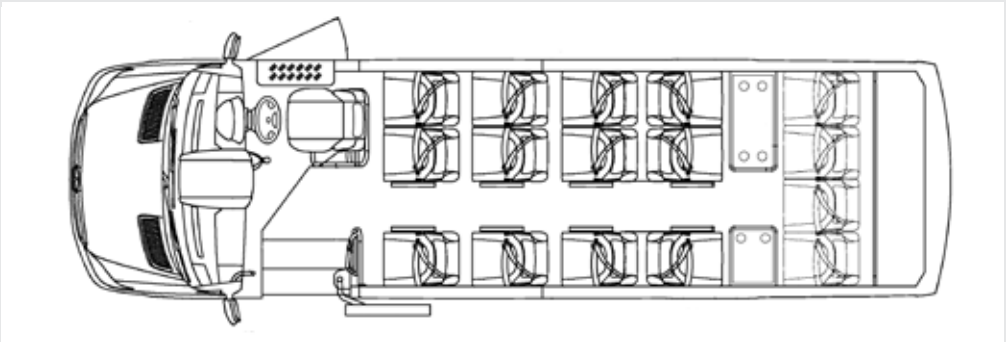
The X-Clusive with its stunning looks and high quality modern components, is a true trend setter. Based on the award winning Sprinter chassis, our X-Clusive has been designed with you and your passengers in mind, offering more of what your passengers want and what you need to drive your business forward.

The X-Clusive combines its many practical talents with impressive performance, variations on layout, entertainment packages and has the ability to turn heads with outstanding kerb appeal, whilst maintaining that professional look.



COACH TYPE BOOT ENTRY

EVM's own custom designed "Coach" rear boot door lifts effortlessly to access the large luggage compartment which consists of a drop well with industry leading boot space, while adding style to your minicoach.



INTERIOR, LAYOUT

The 16 seater with 2 tables in a conference layout shows one of the many variants you have available for this mini coach. Not only can this layout cater for your passengers comfort it can also help with entertaining them on longer journeys.



INTERIOR FEATURES

The X-Clusive features a stylish and spacious interior with state of the art entertainment options for your passengers. Available in a variety of layouts with up to 16 Executive class seats.



PANORAMIC GLASS ROOF

One of the X-clusives key features is EVM's unique panoramic double glazed glass roof which helps to amplify the space inside the mini coach. The roof gives passengers a different perspective of cityscapes and rolling hills that can't be found in any other mini coaches..



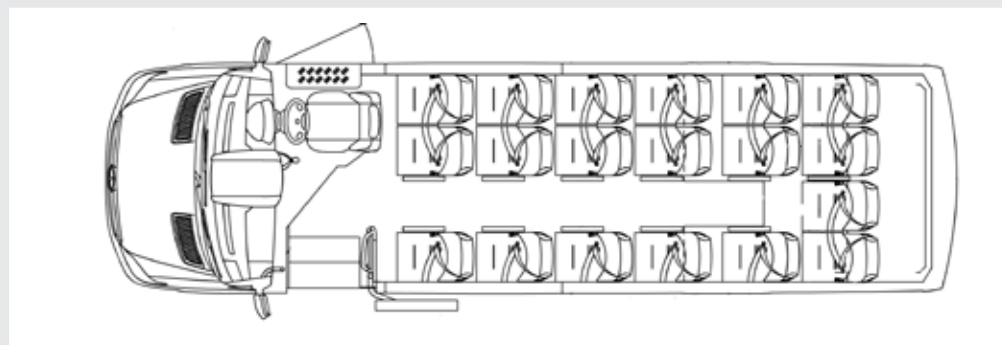
INTERIOR FEATURES

The Avantgarde features up to 19 seats in your choice of materials. EVM Stepped double glazing, saloon air conditioning and ample storage, thanks to the drop boot, ensures your passengers travel in comfort and style.



SPACIOUS, LUGGAGE STORAGE

The ability to store multiple suitcases and other items in the very large boot space easily.



INTERIOR, LAYOUT

The 19 seater layout gives ample leg room for all, allowing passengers to travel in comfort. This is just one of many layout variations you can choose from.



Modern drivers area

Form and function come together in the new dash area with easy to hand controls dotted around the steering column. An under dash fridge ensures cool beverages are available for passengers.

AVANTGARDE EXECUTIVE TRAVEL

The Avantgarde takes executive travel to new heights and has style in the tiniest of details.

Its elegant form and its modern design make it an unmistakable eye catcher that will never be forgotten.

With seating capacity from 16 to 19 seats the Avantgarde achieves industry leading leg room, coupled with EVM's class leading "Drop Boot" storage solution, the Avantgarde embodies a flexible and reliable solution for any operator.



ELEGANCE SOPHISTICATED BY DESIGN

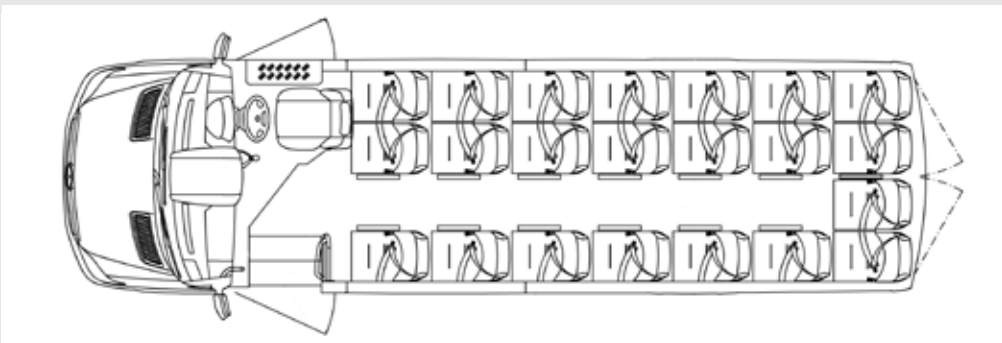
The Elegance features up to 22 comfort class seats in your choice of materials. When your business is focused on passenger transport, then customer comfort, safety and service are key factors to success. So it's good to know that the Elegance provides first-class travel for your passengers, no matter where they sit. The comfortably upholstered seats offer good lateral support with head rests and each seat is fitted with 3-point seat belts as standard.

A light, spacious and airy atmosphere throughout completes the relaxing passenger experience.



INTERIOR FEATURES

The Elegance features up to 22 comfort class seats in your choice of materials, with our expert engineering we have delivered class leading seat spacing with ample leg room even with a full 22 seat layout. The saloon can feature full length luggage racks with individual passenger service units. The stepped curved single glazing gives passengers fantastic views whether travelling in the country or city.



INTERIOR, LAYOUT

The 22 seater layout gives ample leg room for all passengers allowing passengers to travel in comfort. This is just one of many layout variations you can choose from.



EXTERIOR FEATURES

Body coloured bumpers and side skirts. Stepped curved single glazed side windows. Manual or Power entry door, double rear doors with blackened glazing.





COMPACT TRANSPORT

EVM's Trend achieves 12 executive seats on a 3.5 tonne medium wheel base chassis, allowing the vehicle to be driven on a car licence without a tachograph card. EVMs tried and tested 3 stage entry step keeps passenger access and egress in sight of the driver at all times.



PASSENGER COMFORT

In-Dash tempmatic and saloon air conditioning coupled with saloon heating is available to keep your passengers comfortable. A large dropcase takes care of equipment storage.



INTERIOR FEATURES

The Trend School bus features a stylish, spacious and functional interior designed specifically for school transfers. With 12 to 16 executive seats, overhead luggage racks and a large dropcase for school bags and gym equipment. The Trend meets and exceeds the demands of the modern campus.



DRIVERS AREA

Spacious and comfortable with easy to use systems all within easy reach coupled with our three stage entry step.

EVM showcases our engineering excellence with our amazing new School bus models

EVM has developed a complete range of school minibuses from 12 to 22 seats on the Sprinter chassis. Starting at 12 seats plus driver, our medium wheelbase can be driven on a car licence with no tachograph card required. An accessible 14 seat variant on Long wheelbase can also be driven on a car licence. Finally a long wheelbase 16 seat version and an extra long 22 seat variant complete the range.

Options including USB charging, and WIFI make the Trend home for the modern student.

TREND School bus



TREND FIRST CLASS TRAVEL

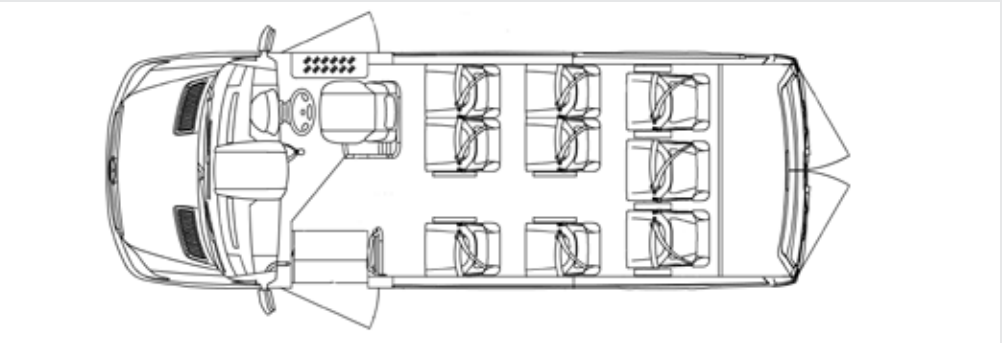
EVM's latest addition to its fleet is our Trend model. With seating capacities from 9 to 11 seats, the EVM Trend is now accessible to the chauffeur market. With Executive and VIP seating options and ample luggage space ensures this minibus is a luxury addition to your fleet.

A light, spacious and airy atmosphere throughout the vehicle helps complete the relaxing passenger experience. Your customers will flock back to you time and time again.



SPACIOUS, LUGGAGE STORAGE

Easy access to a large boot space with the rear set of seats on a raised pedestal to give you ample space for luggage, leaving the saloon free of all luggage allowing your customers to travel in comfort.



INTERIOR, LAYOUT

The 9 seater layout gives ample leg room for all passengers allowing passengers to travel in comfort. This is just one of many layout variations you can choose from.

INTERIOR FEATURES

The Trend features up to 11 seats in your choice of materials. Individual passenger service units, saloon air conditioning with your choice of passenger entertainment solutions.



EXTERIOR FEATURES

Body coloured bumpers and side skirts. Privacy tinted saloon windows. Manual entry door, double rear doors with blacked out windows. Comes in either a high or low roof options.

COMMUNITY & CITY LOW FLOOR SERVING MOBILITY

Introducing EVM's unique approach to the Low Floor market. Our state of the art engineering solution delivers a low floor Sprinter with class leading ground clearance and outstanding levels of reliability.

EVM works with you to deliver a high-quality product that perfectly meets your demands. Whether this is for a City Service, Rural Bus Route, Airport Shuttle, Park and Ride or for a Community Transport scheme, this bus is as versatile as it is reliable. Class leading fuel economy figures and residual values are proving the Citylines worth with operators all over the country.



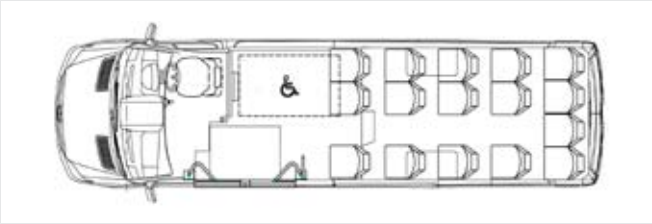
PASSENGER COMFORT

The light and spacious interior sets this low floor mini coach apart from its competitors. With Panoramic double glazing as standard and integrated air con, passengers can travel in absolute comfort.



LOW FLOOR

The Sprinter has a completely flat center floor area with an entry height of just 27cm. This low height is achieved without the use of a kneeling system. None the less, the Sprinter has a ground clearance of 20cm.

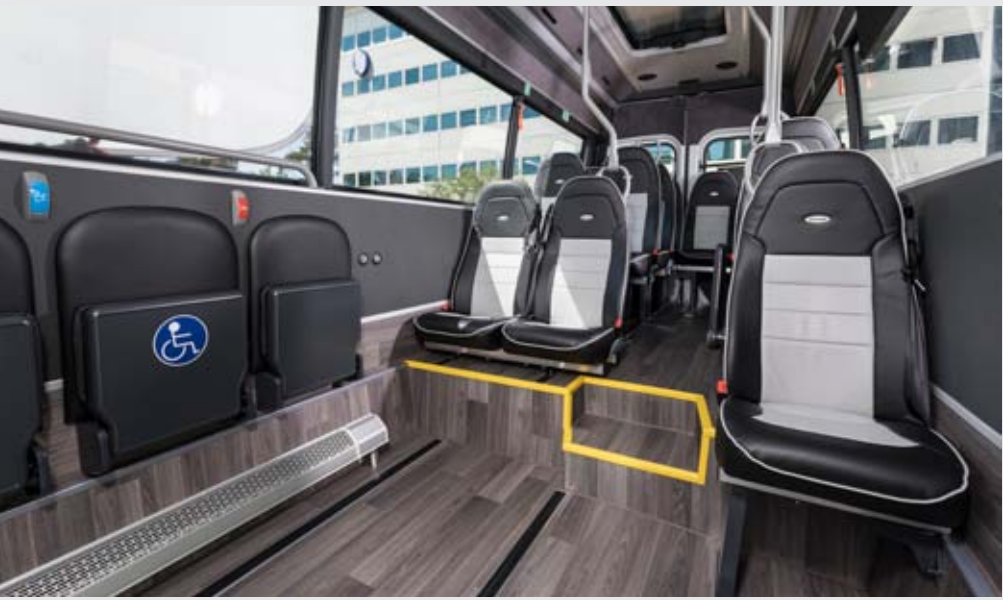


COMMUNITY 16 LAYOUT

This layout has 16 forward facing seats with 14 seats available when 1 wheel chair is onboard.

RAPID SLIDING DOOR

The entrance to the Sprinter is a large rapid double sliding door, 120cm wide. The door extends just 10cm beyond the body, allowing the driver to stop very close to the platform so passengers can board and alight easily.



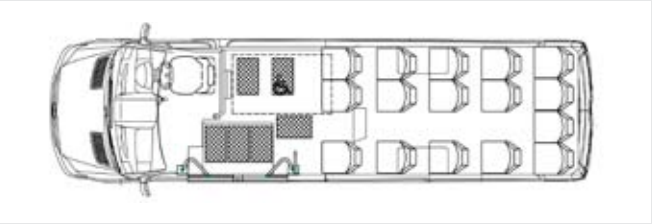
WHEELCHAIR SPACE

The wheelchair space is easy to reach from the wheelchair ramp. A safety belt is provided for the wheelchair passenger, and the wheelchair has further support from the back board. Your passenger can be either rear facing or forward facing.



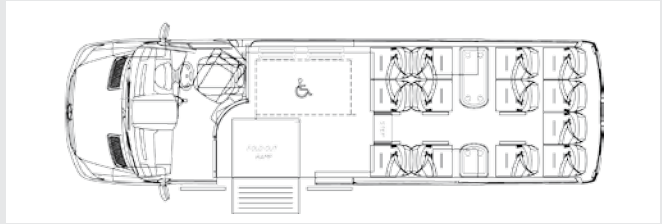
SEATING OPTIONS

You have a multitude of seating or storage options for your passengers, with large luggage cages available , tip up seats or even more hard back seating utilising our quick release system.



CITYLINE 22 LAYOUT

This layout has 16 forward facing seats with 6 standees and 14 seats available when 1 wheel chair is onboard.



EXECUTIVE LAYOUT

This layout has 15 seats with 6 standees with 13 seats available when 1 wheel chair is onboard.



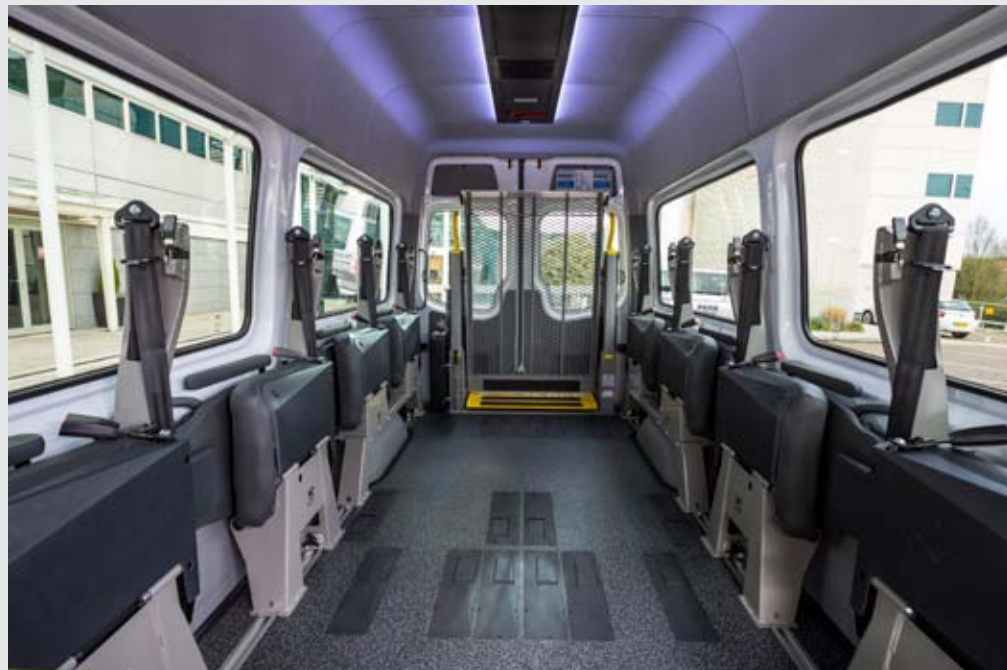
INTERIOR, FEATURES

The main features of the saloon is its SMART floor and the 8 M1 crash tested leather seats with adjustable head rests, 3 point seat belts and Isofix points. Each seat can be tipped and folded for a quick and easy way to stow each seat away individually.



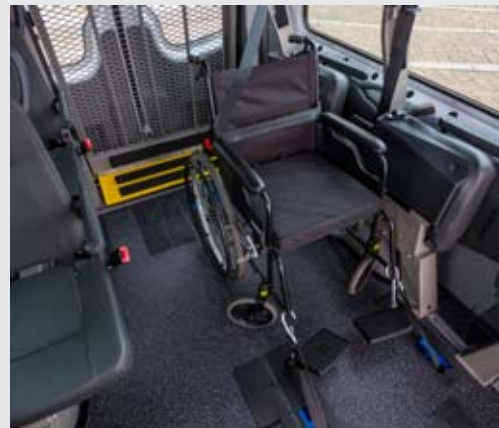
MONITORED SAFETY

The electronic secure Flex-i-Trans system control panel takes care of a secure check of the restraints. If something is not secured correctly a warning light illuminates. The system guarantees your wheelchair passengers are secured correctly.



INTERIOR, LAYOUT

With the seating stowed away you have access to the SMART floor system, this system allows wheelchairs, stretchers and other mobility items such as mobility scooters to be attached using the electrically retracted restraints hidden in the floor easily, safely and securely.



PASSENGER COMFORT

All passengers enjoy a full view outside of the vehicle. Seated passengers and wheelchair occupants make use of the same restraint belts.



USER FRIENDLY

Longer webbing of the restraints, more manoeuvrable space for the wheelchair. The hooks and restraints are recessed in the floor to allow for easy use and to keep clean and dry.

Introducing EVM's M1 minibus setting a new standard in safety for passenger and wheelchair transport.

This state of the art multi use mini bus has the ability to be configured quickly for wheelchair passengers, able bodied passengers and those incapacitated on stretchers.

The flexibility of this minibus cannot be understated with its 8 easily stowable seats and the placement of wheelchairs, stretchers and mobility scooters completed quickly and efficiently this is the next step in multi use transportation. The 8 seater configuration allows anyone with a driving license to drive the vehicle and also doesn't require the addition of a Tacho.



ELEGANCE ACCESSIBLE EXTENDED MOBILITY

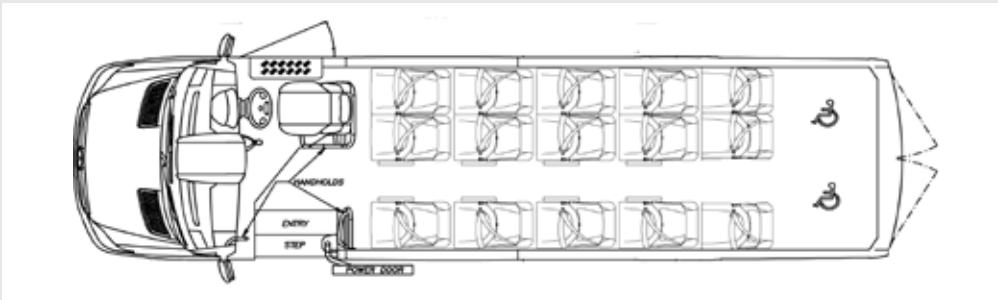
The market proven Elegance now adds accessibility to its specification. Featuring 15 seats on quick release/ shuffle for a class leading 15 passengers plus two wheelchairs in standard layout. Wheelchair capacity is increased to up to 5/6 wheelchairs by simply removing more seats.

EVM works with you to deliver a high-quality product that perfectly meets your demands. Whether this is for a rural bus route, park and ride or for a community transport scheme, this bus is as versatile as it is reliable. Multiple layout variants are available, so please contact us for a detailed consultation.



PASSENGER COMFORT

The light and spacious interior sets this minibus apart from its competitors. The wipe clean trim includes vents for passenger saloon air conditioning outlets and full length 2 colour LED strip lighting throughout the saloon. Optional coach spec convactor heaters ensure a clean source of heat for passengers. High and mid level tracking for wheelchair stroage is also available.



ACCESIBLE LAYOUT

This layout has 15 seats with 2 wheelchair positions. Wheelchair capacity can be increased to 6 wheelchairs by simply removing more of the seats with the handy quick release mechanism.

PASSENGER ENTRY

EVM's tried and tested 3 stage entry step removes the need for electric steps and when coupled with our electric plug door, provides class leading driver control over passenger entry.



DRIVER PROTECTION

Various levels of driver protection are available from simple modesty panels to complete drivers compartment. Options like 12/24 volt ticket machine mounts are also available.



ACCESSIBILITY OPTIONS

You have a multitude of accessibility options available from wheelchair inboard and underfloor lifts, ramps and winches. A complete raised floor can facilitate up to 6 wheelchairs if required.

Distributed by:

IRL

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Kilbeggan,
Co. Westmeath,
Ireland.

Telephone: 00353 57 93 32699

E-mail: info@evm.ie

UK

EVM Direct Ltd.
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Crawley, West Sussex RH10 1TN.

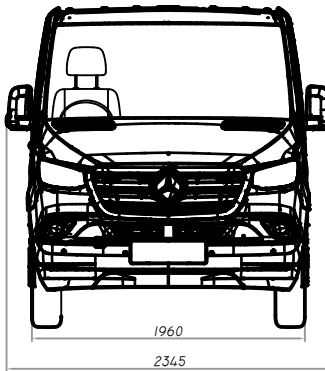
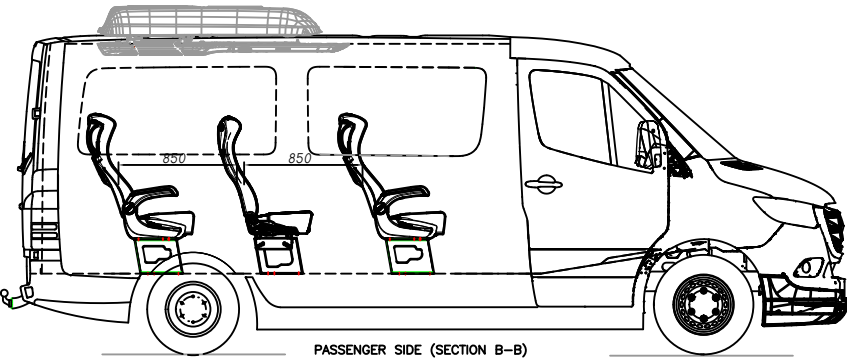
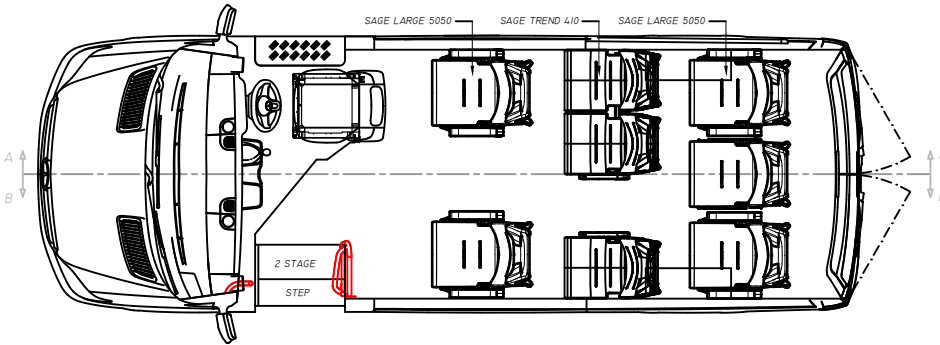
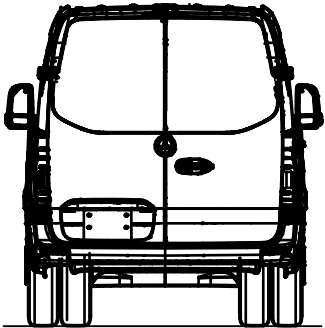
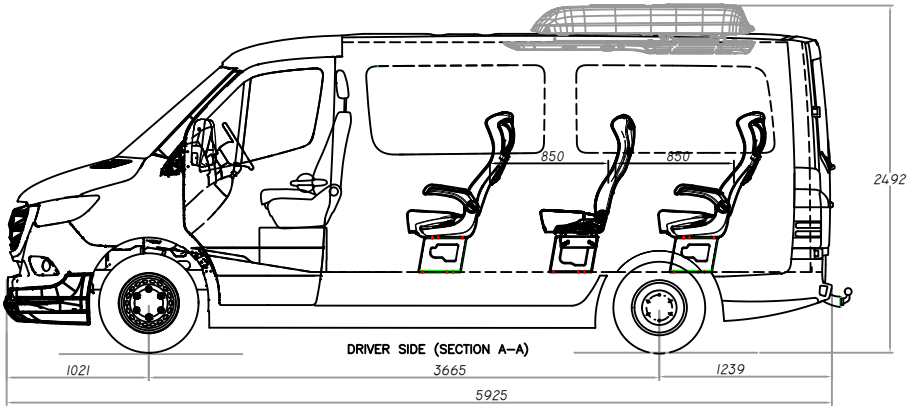
Telephone: 0845 520 5160

E-mail: sales@evmdirect.co.uk

For more information and latest
news, please visit www.evmdirect.co.uk



Appendix 4 Proposed vehicle specification



| DRAWING HISTORY | | | |
|--------------------------|---------------|-----------|-------------|
| Date created: | 06.09.19 | Drawn by: | R.M. |
| Checked and Approved by: | | C.F | |
| REVISIONS | | | |
| Rev # | Revision note | Date | Approved by |
| 01 | NEW LAYOUT | 05.02.19 | C.F |
| | | | |

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| DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED | |
|--|--------|
| GENERAL TOLERANCES | |
| 0 dec place: | ±2.0mm |
| 1 dec place: | ±1.0mm |
| 2 dec place: | ±0.5mm |



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|----------------------|---------|----------|
| No: ES-907-1-A-1-504 | | |
| MATERIAL: | FINISH: | COLOUR: |
| WEIGHT: | SCALE: | SHEET: 1 |

Appendix 5 Pictures of proposed vehicle layout



DECISION ITEM

| REPORT OF | MEETING | DATE | ITEM NO |
|--|-----------------------------|--------------------------------|---------|
| RESOURCES DIRECTORATE | PUBLIC PROTECTION COMMITTEE | 28 th NOVEMBER 2019 | 5 |
| CARAVAN SITE LICENSING- LITTLE ORCHARD CARAVAN PARK | | | |

PUBLIC ITEM

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

SUMMARY

An application has been received to increase the number of spaces for touring caravans on site from 45 to 57.

RECOMMENDATION

To consider the application to amend Condition 1 of the site licence, to increase the total number of touring caravan pitches from 45 to 57.

SUMMARY OF PREVIOUS DECISIONS

There are no previous decisions relating to this matter.

CORPORATE PRIORITIES

| | |
|--|---|
| Spending your money in the most efficient way to achieve excellent services (Value for Money) | |
| Delivering the services that customers expect of an excellent council (Clean and Green) | |
| Working with all partners (Vibrant Economy) | |
| To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live) | ✓ |
| Promoting Fylde as a great destination to visit (A Great Place to Visit) | ✓ |

REPORT

1. An application was received on 26th September 2019 from the site owners Mr J & Mrs L Johnson of Little Orchard Caravan Park, Shorrocks Barn, Back Lane, Weeton, PR4 3HN.
2. The applicant is seeking to amend condition 1 of the site licence issued on 1st October 2014 to increase the number of touring pitches from 45 to 57.
3. On the 10th January 2018, the Council's Planning Department approved full planning permission (ref 17/0837) *"Change of use of land associated with existing caravan site to form additional no12 touring caravan pitches for holiday use and over winter storage of caravans on these pitches, including formation of improved and extended access road"*.

4. Lancashire Fire and Rescue Services have been consulted on this application. Their response will be reported at the meeting.

| IMPLICATIONS | |
|---|--|
| Finance | None arising directly from the report. |
| Legal | None arising directly from the report. |
| Community Safety | None arising directly from the report. |
| Human Rights and Equalities | None arising directly from the report. |
| Sustainability and Environmental Impact | None arising directly from the report. |
| Health & Safety and Risk Management | None arising directly from the report. |

| LEAD AUTHOR | CONTACT DETAILS | DATE |
|------------------|---|------------------------------|
| Joanne Gallagher | Joanne.gallagher@fylde.gov.uk Tel 01253 658609 | 8 th October 2019 |

| BACKGROUND PAPERS | | |
|---------------------|------------------------------|--|
| Name of document | Date | Where available for inspection |
| Little Orchard File | 8 th October 2019 | Chaseley Building, 1 st Floor, Room F21 |

Attached documents

Appendix 1- Application received to vary site licence issued on 1st October 2014.

Appendix 2- Little Orchard Caravan Park, touring site licence issued on 1st October 2014.

Appendix 3- Planning Approval- 17/00837 Change of use of land associated with existing caravan site.



Caravan Sites and Control of Development Act 1960 Application/variation For a Site Licence

1. Brief Site Details

| | |
|--|--|
| Name of Site: LITTLE ORCHARD CARAVAN PARK | |
| Postal address of Site: SHORROCKS BARN, BACK LANE, WEETON, KIRKHAM PRESTON | |
| Post Code: PR4 3HN | Phone: [REDACTED] Fax: [REDACTED] e-Mail: [REDACTED] |

2. Applicants Details

| | |
|--|------------------------------|
| Name: MRS L.J. JOHNSON & MR J.R. JOHNSON | |
| Postal address of Applicant (If different from above): | |
| Post Code: | Phone: Mobile: e-Mail: |

3. Is the applicant the:

| | | | |
|-------------|-------------------------------------|--------|--------------------------|
| Freeholder | <input checked="" type="checkbox"/> | Tenant | <input type="checkbox"/> |
| Leaseholder | <input type="checkbox"/> | Other | <input type="checkbox"/> |

If applicant is the leaseholder of a tenant, please give details of the agreement:

5. Existing Licence Conditions:

| Type of unit | Please Tick as appropriate | Number |
|-----------------------|-------------------------------------|------------------------|
| Permanent residential | <input type="checkbox"/> | Caravans |
| Static Holiday | <input type="checkbox"/> | Caravans |
| Holiday Chalets | <input type="checkbox"/> | Chalets |
| Touring Holiday | <input checked="" type="checkbox"/> | 45 57 Units |

Opening Season:

| | | |
|---------------|--------------------------|----------------|
| Static Sites | <input type="checkbox"/> | to |
| Touring Sites | <input type="checkbox"/> | 14.02 to 31.12 |

6. Proposed Application to alter Licence Condition:

| Type of unit | Please Tick as appropriate | Number |
|-----------------------|-------------------------------------|----------------|
| Permanent residential | <input type="checkbox"/> | Caravans |
| Static Holiday | <input type="checkbox"/> | Caravans |
| Holiday Chalets | <input type="checkbox"/> | Chalets |
| Touring Holiday | <input checked="" type="checkbox"/> | 57 Units |

Opening Season:

| | | |
|---------------|--------------------------|----------------|
| Static Sites | <input type="checkbox"/> | to |
| Touring Sites | <input type="checkbox"/> | 14.02 to 31.12 |

7. Does the site have planning permission?

| | | |
|-------------|-------------------------------------|------------------|
| Yes | <input checked="" type="checkbox"/> | |
| No | <input type="checkbox"/> | |
| Applied For | <input type="checkbox"/> | Date: 10/01/2018 |

If yes, please give relevant permissions and references:

17/0837
change of use of land associated with existing
Caravan Site to form additional No 12 Caravan Pitches for
Holiday use and over winter storage of caravans on
these pitches including formation of improved and extended
Access Road

8. How is drinking water provided?

| | | |
|----------------------|-------------------------------------|----------|
| Mains supply to unit | <input checked="" type="checkbox"/> | 12 Units |
| Standpipes | <input checked="" type="checkbox"/> | 2 Units |

9. How are toilets and wash hand basins provided?

Communal toilet blocks



1 Units

ALSO SHOWERS
WITHIN THE
TOILET BLOCK
CARAVANS, MOTORHOMES
TRAILER TENTS.

Units have their own facilities



57 Units

10. How are showers provided?

Communal shower blocks



WITHIN THE TOILET BLOCK
4 Units LADIES, GENTS
DISABLED, FAMILY &

Units have their own showers



Units

11. Type of foul drainage?

Mains drainage



Units

Cesspool or cesspit



3 Units

CHEMICAL WASTE
POINT. SITUATED ON
THE PARK

TREATMENT PLANT TITAN BIOTEC 125

12. How is kitchen waste water disposed of?

Units have their own sinks connected to foul drainage.



N/A Units

Communal washing up sinks/waste water disposal points connected to foul drainage.



3 Units

PUT INTO
DRAIN CONNECTED
TO TREATMENT PLANT

Other (Please give details)



Units

No waste water disposal



1 Units

CONNECTED TO TREATMENT PLANT

13. How is surface water drainage provided?

LAND DRAINAGE SYSTEM

14. How is refuse stored on the site?

Individual bins at each unit



30 Units

BLACK DUSTBINS SET
AROUND THE PARK AND
RECYCLING BINS ALSO

Communal wheeled bins or skips



Units

Communal bin store



Units

LARGE TRADE WASTE BIN
TAKES ALL BIN RUBBISH
FORTNIGHTLY

FYLDE BOROUGH COUNCIL TAKE AWAY THE REFUSE

15. Do units use liquefied petroleum gas (LPG) cylinders?

Yes



No



16. Is there a LPG storage area on the site?

Yes



No ☒

17. Has the applicant held a site licence which has been revoked at any time in the last three years?

Yes ☐

No ☒

18. Was the site in use as a caravan site:

On 9th March 1960 ☐

On 29th March 1960 ☐

At any other time since 9th March 1958 ☐

If so, when: From 1999 Small 5 CL SITE
Expanded to 45 pitches AS SITE LICENCE 1/10/2014

19. Address for correspondence:

Caravan site ☐

Applicants address ☒

Other (please state below) ☐

| | |
|------------|------------------------------|
| Name: | |
| Address: | |
| Post Code: | Phone: Mobile: e-Mail: |

| | | | | | | | | | | | |
|---|--|--------------------|--|------------------------|--|-------------------|------------------------|---------------|-------------------|------------------------------------|--|
| Signed: [REDACTED] | Dated: 25th September, 2014 | | | | | | | | | | |
| <p>With the application Form, please send the following:</p> <p>A layout plan of the site at 1:500 scale including:</p> <table style="width: 100%;"> <tr> <td style="width: 50%;">A. Site Boundaries</td> <td style="width: 50%;">B. Position and numbering of touring/holiday caravans and residentia park homes.</td> </tr> <tr> <td>C. Roads and footpaths</td> <td>D. Toilet blocks, stores and other buildings</td> </tr> <tr> <td>E. Water Supplies</td> <td>F. Recreational spaces</td> </tr> <tr> <td>G Fire points</td> <td>H. Parking spaces</td> </tr> <tr> <td colspan="2">I. Foul and surface water drainage</td> </tr> </table> | | A. Site Boundaries | B. Position and numbering of touring/holiday caravans and residentia park homes. | C. Roads and footpaths | D. Toilet blocks, stores and other buildings | E. Water Supplies | F. Recreational spaces | G Fire points | H. Parking spaces | I. Foul and surface water drainage | |
| A. Site Boundaries | B. Position and numbering of touring/holiday caravans and residentia park homes. | | | | | | | | | | |
| C. Roads and footpaths | D. Toilet blocks, stores and other buildings | | | | | | | | | | |
| E. Water Supplies | F. Recreational spaces | | | | | | | | | | |
| G Fire points | H. Parking spaces | | | | | | | | | | |
| I. Foul and surface water drainage | | | | | | | | | | | |



Caravan Sites and Control of Development Act 1960

Section 3

Touring Caravan Site Licence

Little Orchard Caravan Park

To: Mr. J. R. and Mrs. L. Johnson,
Little Orchard Caravan Park,
Shorrocks Barn,
Back Lane,
Weeton,
Lancashire
PR4 3HN

TAKE NOTICE THAT

WHEREAS on 9th July 2014 you made application for a site licence in respect of land situated at Little Orchard Caravan Park, Shorrocks Barn, Back Lane, Weeton, Preston, Lancashire, PR4 3HN indicated on the plan submitted with the application (which land is hereinafter called "the land")

AND WHEREAS you are entitled to benefit of planning permission (06/0621; 09/0095 and 12/0701) for the use of the land as a caravan site under the Town and Country Planning Acts, 1962 to 1990, otherwise than by a Development Order.

NOW THEREFORE the Council of the Borough of Fylde (hereinafter called "the Council") HEREBY GRANT a site licence in respect of the land pursuant to Section 3 of the Caravan Sites and Control of Development Act 1960, subject to the conditions specified in the schedule hereto.

This Licence cancels all previous licences.

The Schedule

1. The total number of caravans stationed on the site at any one time shall be such as to enable compliance with the requirements of this schedule to be maintained and in any case shall not exceed 45 (Forty Five).
- 1a. The site shall be used only as a touring caravan site.
2. Caravans shall be used solely for human habitation as touring holiday caravans between 14th February and 1st January in the following year.
3. The site is for touring caravan pitches and is for holiday use only.

4. The owner of the caravan site or their appointed agent shall at all times retain a register of holiday occupation containing names and home addresses of all occupiers of the caravan pitches, which shall be made available on request for inspection by the local authority at all reasonable times.

To ensure that the caravans are utilised for holiday purposes only and not as anyone's main residence.

5. The site shall be maintained in a clean and tidy condition at all times. Every caravan stationed on the site shall be maintained in a good state of repair and external decoration.

Spacing

6. Every caravan shall be sited not less than 3 metres from any boundary of the site. Every unit shall not be less than 6 metres from any other unit in separate occupation.
7. Emergency vehicles should be able to secure access at all times to within 90 metres of any unit on the site.
8. Roads of suitable material shall be provided so that no caravan standing is more than 50 metres from a road.
10. The roads shall not be less than 3.7 metres wide, or, if they form part of a clearly marked one way traffic system 3 metres wide.
11. One car only may be parked between adjoining caravans provided that the door to the caravan is not obstructed. Suitably surfaced parking spaces shall be provided where necessary to meet the additional requirements of the occupants and their visitors. Plastic or wooden boats shall not be parked between the units.
12. Space equivalent to about one-tenth of the total area shall be allocated for children's games and/or other recreational purposes.

Drinking Water Supply and Waste Water Disposal

13. There should be an adequate supply of drinking water in accordance with appropriate Water Bylaws and statutory quality standards.

Toilets: WCs/Chemical Closet Disposal Points

14. The scale of provision should be 1 WC and 1 urinal for men and 2 WC's for women per 30 pitches and their location should be to the satisfaction of the Licensing Authority. Toilets may not be justified where sites have less than 10 pitches, but on sites with between 10 and 30 pitches at least one WC and 1 urinal for men and 2 WC's for women should be provided.

15. All fixtures and fittings provided for communal use shall be maintained in proper working order and in a clean condition.
16. A properly designed disposal point for the contents of chemical closets should be provided, and shall have an adequate supply of running water for cleaning the containers.

Hot Water: Showers

17. Showers should not be obligatory on sites with less than 70 pitches. If showers are required, provision should be on the basis of 1 shower per 25 pitches and hot water should be available.

Disabled Persons

18. Particular consideration should be given to the needs of the disabled in the provision made for water points, toilets, washing points and showers.

Electrical Installations

19. Where there is an electrical installation other than Electricity Board works and circuits subject to Regulations under Section 60 of the Electricity Act 1947, it should be installed to the requirements of the Institution of Electrical Engineers' Regulations for Electrical Installations (the IEE Wiring Regulations) for the time being in force and, where appropriate, to the standard acceptable for the Electricity (Overhead Lines) Regulations 1970, S.I. 1970, No. 1355. Any installation should be maintained in such a way as to prevent danger as far as reasonably practicable and should be periodically inspected and tested by a competent person in accordance with the IEE Wiring Regulations.

Refuse Disposal

20. Every caravan standing shall have an adequate number of suitable non-combustible refuse bins with close fitting lids or plastic bags. Arrangements shall be made for the bins to be emptied regularly. Where communal refuse bins are also provided these shall be of similar construction and housed within a properly constructed bin store.

Fire Precautions

21. No unit should be further than 90 metres from a fire point. At each fire point there should be two water (gas expelled) extinguishers each of 10 litres capacity and complying with British Standard 5423:1980, together with a means of raising the alarm in the event of equipment susceptible to damage by frost should be suitably protected.
22. Wherever there is a likelihood of fire spreading due to vegetation catching fire, suitable beaters, of the type used by the Forestry Commission, should also be provided at each fire point. Long grass and vegetation shall be cut at frequent and regular intervals where necessary to prevent it becoming a fire hazard to caravans, buildings or other installations on the site. Any cuttings shall be removed from the

vicinity of caravans. The space beneath and between caravans shall not be used for the storage of combustible materials.

23. The fire points should be clearly marked and easily accessible. All fire-fighting equipment should be maintained in working order and kept available for use and for inspection by the Licensing Authority.
24. Each fire point should exhibit a conspicuous notice indicating the action to be taken in case of fire and the location of the nearest telephone. The notice should include the following:-

"On discovering a fire:

- i) Ensure the caravan or site building involved is evacuated.
- ii) Raise the alarm.
- iii) Call the fire brigade (the nearest telephone is sited ...).
- iv) Attack the fire using the fire fighting equipment provided, if safe to do so.

It is in the interest of all occupiers of this site to be familiar with the above routine and the method of operating the fire alarm and fire fighting equipment."

It is in the interest of the occupiers of this site to be familiar with the above routine and the method of operating the fire alarm and fire fighting equipment.

25. A means of raising the alarm in the event of fire shall be provided at each fire point. This could be by means of a manually operated sounder, e.g. metal triangle with a striker, gong or hand operated siren. The advice of the fire authority shall be sought on an appropriate system.
26. All alarms and fire fighting equipment shall be installed, tested and maintained in working order by a competent person and be available for inspection by or on behalf of, the licensing authority.

Liquefied Petroleum Gas

27. Arrangements for the storage of Liquefied Petroleum Gas (LPG) on the site, should be in accordance with the current National Code of Practice and Regulations.
28. LPG storage supplied from tanks shall comply with Guidance Booklet HSG 34 "The Storage of LPG at Fixed Installations" or, where LPG is supplied from cylinders, with Guidance Note CS4 "The Keeping of LPG in Cylinders and Similar Containers" as appropriate.

Where there are metered supplies from a common LPG storage tank, then Guidance Note CS11 "The Storage and Use of LPG Metered Estates" provides further guidance. In this case and where a British Gas mains supply is available, then the gas (Installation and Use) Regulations 1984 and the Pipe-lines Act 1962 may also be applicable.

Exposed gas bottles or cylinders shall not be within the separation boundary of an adjoining unit.

LPG installations shall conform to British Standard 5842, "Code of Practice for Domestic Butane and Propane Gas Burning Installations, Part 2: 1977 Installations in Caravans and Non-Permanent Dwellings".

For mains gas supply, the 1984 Regulations will be relevant for the installation downstream of any service pipe(s) supplying any primary metre(s) and such service pipes are subject to the Gas Safety Regulations 1992.

Site Notices

29. A suitable sign shall be prominently displayed at the site entrance indicating the site name.
30. Notices should be displayed prominently on the site indicating the action to be taken in the event of an emergency and show where the Police, Fire Brigade, Ambulance and Local Doctors can be contacted and the location of the nearest public telephone. Where practicable a telephone should be provided on the site and the full address of the site should be displayed near the telephone.
31. At sites subject to flood risk, warning notices should be displayed giving advice about the operation of the flood warning system.
32. At sites with overhead electric lines, warning notices should be displayed on the supports for the lines and at the site entrance. Where appropriate, these should warn against the danger of contact between the lines and the masts of yachts or dinghies.
33. A copy of the site licence with its conditions should be displayed prominently on the site.
34. All notices shall be suitably protected from the weather and displayed where possible out of the direct rays of the sun, preferably in areas lit by artificial lighting.

Dated 1st Day of October 2014



.....
T. Morrison- Director of Resources
Resources Directorate



Town and Country Planning Act 1990

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

Full Planning Permission Granted

Part 1 - Particulars of Application

Application Number: 17/0837

Location: LITTLE ORCHARD CARAVAN SITE, BACK LANE, GREENHALGH WITH
THISTLETON, PRESTON, PR4 3HN

Description: CHANGE OF USE OF LAND ASSOCIATED WITH EXISTING CARAVAN SITE TO
FORM ADDITIONAL NO12 TOURING CARAVAN PITCHES FOR HOLIDAY USE
AND OVER WINTER STORAGE OF CARAVANS ON THESE PITCHES,
INCLUDING FORMATION OF IMPROVED AND EXTENDED ACCESS ROAD

Part 2 - Particulars of Decision

The Fylde Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that PERMISSION HAS BEEN GRANTED for the carrying out of development referred to in Part 1 hereof in accordance with the development proposal specified on your submitted application form and the relevant plan (s) subject to the following conditions(s) and reasons(s):

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

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

- 2 This permission / consent relates to the following details:

Approved plans:

- Location Plan - drawing no. 1984-001 REV. B
- Proposed block plan - drawing no. 1984-11 REV. B
- Proposed site layout - drawing no. 1984-10 REV. B
- Proposed landscaping plan - drawing no. 1984-12 REV. D

Supporting Reports:

- Design and Access Statement, Sustainability & Flood Risk Assessment - HPA
- Thorn Promenade LED bollard lighting

Reason: To provide clarity to the permission.

- 3 Prior to first use of the site for a touring caravan site, hereby approved; a 'Management Plan' shall be submitted to the Local Planning Authority and agreed in writing. This management plan shall set out details of where the caravan site is managed from, the time periods the 'Manager's office' will be manned, security arrangements for the site, contact details out of hours for the Manager, emergency procedures etc. Thereafter the agreed management plan shall be implemented and operated in accordance with the agreed plan.

Reason: To provide adequate supervision and security on the site.
- 4 The site hereby approved is for touring caravan pitches for holiday use only and the number of caravans on site at any one time shall not exceed 12 caravans.

Reason: In the interests of visual amenity in the countryside location in accordance with Policy SP2 and TREC7 of the Fylde Borough Local Plan, as altered (October 2005), Policy GD4, GD7 of the submission version of the Local Plan to 2032 and the aims of the NPPF .
- 5 None of the accommodation provided on site i.e. any touring caravans/motor homes using the holiday pitches, shall be occupied as a person's permanent, sole or main place of residence.

Reason: The development is provided for holiday use only as occupation on a permanent basis would be contrary to the provisions of SP2 of the Fylde Borough Local Plan, as altered (October 2005), Policy GD4 of the submission version of the Local Plan to 2032 and the aims of the NPPF .
- 6 The owners/operators of the caravan site shall maintain a register of names of all owners/occupiers of individual caravans, their main home addresses, and the period of occupancy including date of arrival and date of departure from the caravan site. This information shall be made available at all reasonable times to the Local Planning Authority.

Reason: To ensure that the approved holiday accommodation is not used for permanent residential occupation which would be contrary to Policy SP2 of the Fylde Borough Local Plan As Altered October 2005, Policy GD4 of the submission version of the Fylde Local Plan to 2032 and the aims of the National Planning Policy Framework.
- 7 No pitch hereby permitted shall be occupied until a sustainable drainage scheme and management plan for the site has been completed and submitted to the Local Planning Authority. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reasons: To ensure that the drainage for the proposed development can be adequately maintained., and to ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system. This is in accordance with Policy TREC7 and EP25 of the Fylde Borough Local Plan, as altered (October 2005) and Policy EC7 and INF1 of the submission version of the Fylde Local Plan to 2032 and the aims of the National Planning Policy Framework.
- 8 That the development hereby approved shall be implemented in full accordance with the landscape details as shown on the Harrison Pitt Architects drawing no. 1984-12 REV. D. The scheme and programme shall thereafter be varied only in accordance with proposals submitted to and approved in writing 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 following the site being first brought into use. 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.

Reason: To enhance the quality of the development in the interests of the amenities of the locality in accordance with Policies SP2 and TREC 7 of the Fylde Borough Local Plan As Altered October 2005, Policies GD4, ENVI and EC7 of the submission version of the Fylde Local Plan to 2032 and the aims of the National Planning Policy Framework.
- 9 The whole of the landscape works, as approved shall be implemented and subsequently

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

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

- 10 No works to trees or shrubs shall occur between the 1 March and 31 August in any year unless a detailed bird nest survey by a suitably qualified ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981, Policy EP19 of the Fylde Borough Local Plan, as altered (October 2005), Policy ENV2 of the submission version of the Local Plan to 2032 and the National Planning Policy Framework, Section 11.

- 11 Prior to commencement of development, the site shall be provided with bat boxes and owl boxes to encourage biodiversity and within the site, details of the provision of these boxes, including the number, design and position within the site hereby approved, shall be submitted to an agreed in writing with the Local Planning Authority and thereafter the agreed boxes shall subsequently be fitted and maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of providing roosting opportunities for bats and owl as the species is protected by the Wildlife and Countryside Act 1981 and in accordance with Policy EP19 of the Fylde Borough Local Plan, as adopted (October 2005) and Policy ENV2 of the submission version of the local plan to 2032 and the aims of the NPPF.

SUMMARY OF RELEVANT POLICIES & GUIDANCE

This decision has been made having regard to the guidance provided by the National Planning Policy Framework and the policies contained within the adopted Development Plan which comprises the saved policies of: the Fylde Borough Local Plan and all other relevant planning guidance and in particular policies:

Fylde Borough Local Plan:

- EP10 Protection of important landscape and habitat features
- EP14 Landscaping of new developments
- SP02 Development in countryside areas
- TREC07 Touring Caravan & Camping Sites

Fylde Local Plan to 2032:

- EC7 Tourism Accommodation
- ENV1 Landscape
- ENV2 Biodiversity
- GD4 Development in the Countryside

Informative notes:

1. The Local Planning Authority (LPA), in reaching this decision, has followed the guidance in paragraphs 186 and 187 of the National Planning Policy Framework. The Framework advises that the LPA should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area. This has been demonstrated by:
 1. Providing advice to the applicant/agent during the course of the application on potential problems and possible solutions
 2. Securing revised plans during the course of the application which have overcome initial problems

Date of Decision: 10/01/2018

Signed:



Mr P. Walker
Director of Development Services
Fylde Borough Council
Town Hall
Lytham St Annes, FY8 1LW

HPA
Harrison Pitt Architects
29 Castle Hill
Lancaster
LA1 1YN

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

- 1) These notes should be read in conjunction with the decision notice issued by the Local Planning Authority in respect of the application which you have recently submitted to the Council.

IN CASES WHERE PERMISSION/CONSENT HAS BEEN GRANTED

- 2) Any permission/consent is granted on the basis of the approved plans listed in the decision notice. The development should be undertaken in strict accordance with the approved plans, as any deviation will constitute unauthorised development which may be liable to enforcement action. Any amendments to the approved plans are likely to require the submission of a further application to the Council. Should such changes be desired, you are advised to contact the Development Management Service to determine the most appropriate means by which any revisions could be considered.
- 3) Any permission/consent granted is subject to the conditions set out in the decision notice and it is the responsibility of the developer to ensure that these conditions are fully complied with. Any conditions that require work to be carried out or details to be approved before any development can take place form a "condition precedent". If a condition precedent is not complied with, the whole of the development will be unauthorised and may result in enforcement action being taken by the Council.
- 4) The applicant is reminded of the need to obtain formal approval of those details required by the conditions of any planning permission/consent before development may lawfully commence on the site (or any other relevant trigger as set out in each condition). Formal applications for the approval of matters reserved by condition are currently subject to fees (per request) of £28 for householder applications and £97 in all other cases. Any breach of the imposed conditions may leave you liable to enforcement action or may require you to submit a new application in order to regularise any unauthorised works.
- 5) If the applicant is aggrieved by any of the conditions imposed as part of the planning permission, they may appeal to the Planning Inspectorate. Any appeal against the grant of permission subject to conditions to which the applicant objects needs to be made within 6 months of the date on the decision notice.
- 6) In undertaking any development you should ensure that you have also secured any necessary approval

under the Building Regulations or any other approvals or consents required including consent from the landlord or obligations under the Party Wall Act.

- 7) For developments that need a new address or address change, please contact addresses@fylde.gov.uk or 01253 658515. New addresses need to be made as early as possible to arrange for Utility connections.

IN CASES WHERE PERMISSION/CONSENT HAS BEEN REFUSED

- 8) If the applicant is aggrieved by the decision of the Local Planning Authority to refuse planning permission/consent, they may appeal to the Planning Inspectorate. The relevant time limits to lodge an appeal following the Local Planning Authority's refusal of permission/consent are as follows:
- a) For **householder** planning applications – **12 weeks** from the date on the decision notice.
 - b) For **advertisement** consent applications – **8 weeks** from the date on the decision notice.
 - c) For **minor commercial** development applications – **12 weeks** from the date on the decision notice.
 - d) For **any other** types of planning application – **6 months** from the date on the decision notice.

SAVE THAT in circumstances where an enforcement notice has been served for the same or very similar development, the time limit to lodge an appeal (in all cases) is:

- within **28 days** from the date of the Local Planning Authority's decision if the enforcement notice was served before the decision was made, yet not longer than 2 years before the application was made.
- within **28 days** from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the normal appeal period).

Appeals must be made directly to the Planning Inspectorate and can be dealt with by exchange of written statements or heard before an Inspector at an Informal Hearing or at a Public Inquiry. Further information regarding the appeals process (including application forms) can be obtained from the Planning Inspectorate via their website - <https://www.gov.uk/planning-inspectorate>.

DECISION ITEM

| REPORT OF | MEETING | DATE | ITEM NO |
|---|-----------------------------|--------------------------------|---------|
| RESOURCES DIRECTORATE | PUBLIC PROTECTION COMMITTEE | 28 th NOVEMBER 2019 | 6 |
| APPLICATION FOR THE GRANT OF A HACKNEY CARRIAGE/PRIVATE HIRE DRIVERS LICENCE - TSL | | | |

PUBLIC ITEM

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

SUMMARY

Following an application made to the Licensing Team for the grant of a Hackney Carriage and Private Hire Driver's Licence, the Committee is requested to consider the application and determine if they consider the applicant fit and proper to hold such a licence.

RECOMMENDATION

That the Committee consider the report and determine the application.

SUMMARY OF PREVIOUS DECISIONS

There are no previous decisions relating to this matter.

CORPORATE PRIORITIES

| | |
|--|---|
| Spending your money in the most efficient way to achieve excellent services (Value for Money) | |
| Delivering the services that customers expect of an excellent council (Clean and Green) | |
| Working with all partners (Vibrant Economy) | |
| To make sure Fylde continues to be one of the most desirable places to live (A Great Place to Live) | ✓ |
| Promoting Fylde as a great destination to visit (A Great Place to Visit) | ✓ |

REPORT

1. An application has been received from TSL for the grant of a Hackney Carriage and Private Hire Driver's Licence.
2. In accordance with the standard procedure for all applications, the applicant was requested to submit a Disclosure obtained through the Disclosure and Barring Service and undergo a medical examination.
3. The Disclosure has revealed matters of concerns, further information relating to which will be provided to members at the meeting.

4. Section 59 (1)(a) of the Local Government (Miscellaneous Provisions) Act 1976 states that, “a district council shall not grant a licence to drive a hackney carriage ... unless they are satisfied that the applicant is a fit and proper person to hold a driver’s licence.”
5. Section 51 (1)(a) of the Local Government (Miscellaneous Provisions) Act 1976 states that, “a district council shall not grant a licence to drive a private hire vehicle unless they are satisfied that the applicant is a fit and proper person to hold a driver’s licence.”
6. Appendix A of the [Council’s Statement of Taxi and Private Hire Licensing Policy](#), concerning the Relevance of Convictions to Applications is accessible for information and use by the members.
7. The applicant has been invited to attend the hearing and the Committee is therefore asked to determine the application.

| IMPLICATIONS | |
|---|--|
| Finance | None arising directly from the report. |
| Legal | None arising directly from the report. |
| Community Safety | None arising directly from the report. |
| Human Rights and Equalities | None arising directly from the report. |
| Sustainability and Environmental Impact | None arising directly from the report. |
| Health & Safety and Risk Management | None arising directly from the report. |

| LEAD AUTHOR | CONTACT DETAILS | DATE |
|-------------|---|-------------------------------|
| Andy Hough | andy.hough@fylde.gov.uk Tel 01253 658609 | 4 th November 2019 |

| BACKGROUND PAPERS | | |
|--|---------------|---------------------------------|
| Name of document | Date | Where available for inspection |
| Hackney Carriage and Private Hire Licensing Policy | November 2017 | Council website |