

# Agenda



## DEVELOPMENT MANAGEMENT COMMITTEE

|                    |  |
|--------------------|--|
| Date:              | Wednesday, 7 December 2016 at 10:00am  |
| Venue:             | Town Hall, St Annes, FY8 1LW   |
| Committee members: | Councillor Trevor Fiddler (Chairman)<br>Councillor Richard Redcliffe (Vice-Chairman)<br>Councillors Christine Akeroyd, Jan Barker, Michael Cornah, Neil Harvey, Kiran Mulholland, Barbara Nash, Linda Nulty, Liz Oades, Albert Pounder, Heather Speak. |

### Public Speaking at the Development Management Committee

Members of the public may register to speak on individual planning applications, listed on the schedule at item 4, at [Public Speaking at Council Meetings](#).

|   | PROCEDURAL ITEMS:  | PAGE      |
|---|--|-----------|
| 1 | <b>Declarations of Interest:</b> 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 | <b>Confirmation of Minutes:</b> To confirm the minutes, to be circulated, of the meetings held on 30 November 2016 and 1 December 2016 as a correct records.   | 1         |
| 3 | <b>Substitute Members:</b> Details of any substitute members notified in accordance with council procedure rule 25.  | 1         |
|   | DECISION ITEMS:  |           |
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|   | INFORMATION ITEMS:   |           |
| 5 | List of Appeals Decided  | 132       |
| 6 | Authority Monitoring Report (AMR)  | 133 - 223 |

Contact: Lyndsey Lacey-Simone - Telephone: (01253) 658504 – Email: [democracy@fylde.gov.uk](mailto: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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## Development Management Committee Index

### 07 December 2016

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| 2        | 16/0413         | ASHTONS NURSERY GARDENS, MYTHOP ROAD, LYTHAM ST ANNES, FY8 4JP<br>RESIDENTIAL DEVELOPMENT CONSISTING OF 12 DWELLINGS WITH ASSOCIATED GARAGES FOLLOWING THE DEMOLITION OF THE EXISTING GARDEN CENTRE AND ASSOCIATED BUILDINGS                           | Grant            | 30       |
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STOREY OFFICE BLOCK TO FRONT RETAINED AS  
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## Background Papers

In accordance with Section 100D of the Local Government Act 1972, the background papers used in the compilation of reports relating to planning applications are listed below, except for such documents that contain exempt or confidential information defined in Schedule 12A of the Act.

- Fylde Borough Local Plan (As Altered) October 2005 (Saved Policies)
- Joint Lancashire Minerals and Waste Local Plan
- Fylde Local Plan to 2032 (Publication Version) August 2016
- National Planning Policy Framework
- National Planning Practice Guidance
- The Community Infrastructure Levy Regulations 2010 (as amended)
- Conservation of Habitats and Species Regulations 2010 (as amended)
- Strategic Housing Market Assessment (SHMA) 2014 and Addendum I and II November 2014 and May 2015 and Housing Market Requirement Paper 2016
- Five Year Housing Land Supply Statement at 31 March 2016
- Strategic Housing Land Availability Schedule (SHLAA)
- Other Supplementary Planning Documents, Guidance and evidence base documents specifically referred to in the reports.
- The respective application files
- The application forms, plans, supporting documentation, committee reports and decisions as appropriate for the historic applications specifically referred to in the reports.
- Any additional information specifically referred to in each report.

These Background Documents are available either at [www.fylde.gov.uk/resident/planning](http://www.fylde.gov.uk/resident/planning) or for inspection by request, at the One Stop Shop Offices, Clifton Drive South, St Annes.

# Development Management Committee Schedule

## 07 December 2016

**Item Number:** 1

**Committee Date:** 07 December 2016

|                               |   |                             |   |
|-------------------------------|---|-----------------------------|---|
| <b>Application Reference:</b> | 16/0156   | <b>Type of Application:</b> | Full Planning Permission                      |
| <b>Applicant:</b>             | Hollinwood Homes Ltd  | <b>Agent :</b>              | Smith and Love<br>Planning Consultants<br>Ltd |
| <b>Location:</b>              | REAR OF 54 BRYNING LANE, RIBBY WITH WREA, PRESTON, PR4 2NL  |                             |   |
| <b>Proposal:</b>              | ERECTION OF 36 DWELLINGS WITH ACCESS PROVIDED ALONGSIDE 54 BRYNING LANE THROUGH DEMOLITION OF EXISTING SIDE EXTENSION |                             |   |
| <b>Parish:</b>                | RIBBY WITH WREA   | <b>Area Team:</b>           | Area Team 1                                   |
| <b>Weeks on Hand:</b>         | 38  | <b>Case Officer:</b>        | Andrew Stell                                  |
| <b>Reason for Delay:</b>      | Design Improvements   |                             |   |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7704069,-2.9165313,573m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Approve Subj 106

### Summary of Officer Recommendation

The application relates to a rectangular area of land to the rear of 54 Bryning Lane and a number of other properties that front onto Bryning Lane outside of the village of Wrea Green. The proposal is a full application for the erection of 36 dwellings and as such is a revision from the original proposal for 43 units.

The proposal involves the residential development of a greenfield site that is outside of the settlement and is allocated as Countryside in the Fylde Borough Local Plan. This means that it is contrary to that Policy and so it is necessary to establish if there are any material considerations to outweigh that policy conflict with the adopted development plan. In this case it is considered that the following factors weigh in support of the proposal.

- The council is unable to demonstrate a 5 year housing supply
- The site has the benefit of an outline planning permission for up to 25 dwellings
- The site is allocated for development in the emerging Fylde Local Plan to 2032 on the basis of the extant permission
- The site is located adjacent to the village boundary and is considered to have a reasonable accessibility to the services available in this Tier 1: Larger Rural Village
- The development of the site was assessed by the appeal Inspector to be not unduly visually intrusive
- There are no technical constraints to the development proceeding (highways, ecology, drainage, etc.)

- The proposal makes a proportionate contribution to the supply of affordable housing in the village and borough, and to other infrastructure requirements

Whilst the scheme will have some visual impact and does not provide the majority of the properties of a smaller size as is required by the emerging Fylde Local Plan policy H2, these factors are not considered to be sufficient to outweigh the benefits presented above. Accordingly the officer recommendation is that planning permission should be granted on completion of a s106 agreement to secure the appropriate affordable housing and education contributions that are required for a development of this nature.

### **Reason for Reporting to Committee**

The proposal involves major development and is on a site where previous applications have previously been determined at Committee and so this one is brought for consistency, and as the officer recommendation for approval is opposing to the objections of the Parish Council.

### **Site Description and Location**

The application site is a rectangular area of greenfield land that includes the driveway and part of the domestic curtilage of 54 Bryning Lane in Wrea Green. The main part of the site is located to the rear (west) of a row of properties that front that road which is on the southern side of the village heading towards Warton.

Surrounding land to the north is the domestic gardens of properties on Bryning Avenue, with agricultural land to the west and south.

### **Details of Proposal**

The application is submitted in full, and has been revised during its consideration to reduce it from being for the erection of 43 dwellings to the current scheme which proposes 36 properties.

The dwellings are of a range of size and design with 4 x 2 bedroomed houses, 5 x 3 bed dormer bungalows, 4 x 3 bed houses, 17 x 4 bed houses and 6 x 5 bed houses.

The dwellings are accessed by a widening of the existing access to the site from Bryning Lane to provide a width of 5.5m. This widening is achieved through the demolition of a two storey extension to the side of No. 54. The access has a footway to both sides that connects to the existing footways on Bryning Lane that then connect to the village. The access is a priority junction and provides visibility of 2.4m x 40m in both directions, with part of this over the front garden to No. 54.

In addition to the dwellings the scheme proposes three pond areas as landscape features, with a wildlife corridor retained around the perimeter of the site, and a newt corridor connecting one of the ponds to the wider area around the site. A Local Area for Play and trim trail are also included within the site.

The application is supported with the usual suite of supporting documents:

- Flood Risk Assessment
- Design and Access Statement

- Ecology Report (and subsequent Great Crested Newt analysis)
- Transport Statement

Officers have met with the applicant's representatives during the consideration of the application with the intention of addressing concerns over the initial layout, with the result being the revised scheme now under consideration. This has been the subject of reconsultation with the neighbours, Parish Council and other bodies.

#### **Relevant Planning History**

| <b>Application No.</b> | <b>Development</b>  | <b>Decision</b> | <b>Date</b> |
|------------------------|---|-----------------|-------------|
| 12/0456                | OUTLINE APPLICATION FOR CONSTRUCTION OF 25 NO. DETACHED DWELLINGS INCLUDING 5 RETIREMENT BUNGALOWS (ACCESS APPLIED FOR WITH ALL OTHER MATTERS RESERVED) | Refused         | 10/01/2013  |

#### **Relevant Planning Appeals History**

| <b>Application No.</b> | <b>Development</b>  | <b>Decision</b> | <b>Date</b> |
|------------------------|---|-----------------|-------------|
| 12/0456                | OUTLINE APPLICATION FOR CONSTRUCTION OF 25 NO. DETACHED DWELLINGS INCLUDING 5 RETIREMENT BUNGALOWS (ACCESS APPLIED FOR WITH ALL OTHER MATTERS RESERVED) | Allowed         | 16/04/2014  |

#### **Parish/Town Council Observations**

**Ribby with Wrea Parish Council** have commented on the original and latest scheme. Their comments on the original scheme are:

*"Subsequent to the Ribby with Wrea Parish Council meeting of 11th April 2016, the above planning application was discussed and considered by the Parish Council. After much debate, a vote was taken with a unanimous decision in favour of STRONGLY RECOMMENDING REFUSAL. The key issues with the application are as follows:*

- *Concerns over traffic management and access to the site.*
- *Concerns regarding further development resulting in drainage issues, where the current infrastructure relating to this matter is inadequate.*
- *Unsustainable amount of properties for the village resources, such as schooling.*
- *Unacceptable increase in the amount of properties being proposed – increase of 70% from original plan*
- *Unacceptable, further proposed development within the rural community"*

Their comments on the latest scheme are:

*"The following issues were raised and are of concern:*

1. *Objections raised within the previous application (April 2016) have not been addressed / resolved or show no real change.*

2. *An issue of traffic calming measures must be addressed by the developer.*
3. *There are evident issues with drainage which must be addressed prior to any development.*
4. *General opinion is that 25 houses is adequate to the plot size – there are so many unsold houses in the village of a similar ilk around the village and developers are struggling to sell these properties.*
5. *The developer should be encouraged to retain the 2 and 3 bedroom homes, which ARE required rather than larger executive homes.*

*The parish council, therefore, recommends REFUSAL on an application of 36 properties.”*

### **Statutory Consultees and Observations of Other Interested Parties**

#### **Lancashire County Council - Highway Authority**

At the time of writing the report the formal comments of the highway authority were outstanding. However it is noted that they did not raise any objection to the earlier application for 25 dwellings on the site subject to the provision of 2.4m x 40m visibility splays and the demolition of the extension to the existing dwelling to provide a site access road with a suitable width and footway.

#### **Strategic Housing**

They support the provision of the requirements of affordable housing in line with policy and that these be provided on-site if possible. However, they recognise that the outline permission had a split with half provided on-site and half by commuted sum and they consider this this would be an acceptable arrangement for this application. They suggest that the dwellings that are provided on site should be split so that the majority are affordable rent and the remainder of other tenures.

#### **Environmental Protection (Pollution)**

Do not raise any objection to the development, but ask that conditions are imposed to ensure that the construction management plan includes the usual controls on hours of work, and that a dust control scheme is included as part of that Plan.

#### **Planning Policy Team**

They made comments on the application at the time of its submission in April 2016 when the emerging Fylde Local Plan was at a less advanced stage than at present. They refer to the conflict with the Fylde Borough Local Plan allocation as Countryside, but acknowledge the failure to demonstrate a 5 year housing supply is a material consideration of significant weight.

They highlight that Wrea Green is to be designated as a Tier 1 Rural Village and so a location where some growth is to be focused although the density of the scheme at 43 dwellings (then) causes a concern.

#### **Environment Agency**

Have responded to confirm that this is not a type of application on which they are now required to be consulted.

#### **Lancashire CC Flood Risk Management Team**

They have reviewed the submission and make standard comments regarding the various legislative requirements of pollution control and land drainage consent. Their specific



comments are summarised as:

- There is a lack of information regarding whether infiltration is viable in the application
- The initial layout indicated that there was development within 8m of a watercourse and they advise that this area should be retained free of development to allow for maintenance
- There should be appropriate ecological investigations into the site as there are ponds in the vicinity that could support amphibians
- Any driveways should be surfaced in permeable materials to assist in percolation of surface water

In conclusion they raise no objection to the development subject to conditions to ensure that the surface water drainage system is implemented in accordance with the Flood Risk Assessment that supports the application and confirms the principles of the surface water drainage, that the compensatory flood storage works that form part of this scheme are to be implemented in advance of construction, and that maintenance arrangements are put in place for them.

#### **Greater Manchester Ecology Unit**

They have reviewed the submitted ecological appraisal and the planning history of the appeal decision. Their comments are summarised as:

- The applicant has undertaken reasonable efforts to examine the ecological impacts of the development.
- There is no reason to conclude that there has been any significant change in the ecological conditions on site
- Although no newt surveys had been undertaken (at that time) they are satisfied that the recent nature of the records is such that this is not a concern. (Since that time a Great Crested Newt survey has been undertaken and concludes there is no newt presence around the site).
- There remains a need for proportionate mitigation for newts, and this should be the basis of a planning condition. A Natural England licence will be needed also.
- A mechanism to agree the lifetime maintenance of this mitigation is needed.
- A condition is needed to ensure vegetation clearance does not impact on bird nesting
- The demolition of part of 54 Bryning Lane means that there could be impacts on bat roosts. No roosts were identified in the survey with the application, but this is time limited and so a further survey to establish this would be required if these works were to take place after March 2018. A condition could secure this requirement.
- A condition should be imposed to secure appropriate mitigation for landscape and other habitat impacts that arise as a consequence of the development.

#### **Electricity North West**

Confirm that the proposal has no impact on ENW assets, and that the developer should contact them direct when looking at arranging supply.

#### **United Utilities**

Raise no objection to the development subject to a requirement that the foul and surface water are drained on separate systems, and that a surface water system and its maintenance arrangements are supplied.

They also highlight that the water supply main does not extend to this location and so will need to be extended to the site to serve the development at the applicant's expense.

#### **LCC Education**

They have provided comments on the application. These assess the availability of primary and secondary schools in a 2 and 3 mile radius of the site respectively to accommodate the expected children it will yield, with this assessment including information on current pupil numbers, expected changes due to birth rates, migration and other committed developments in the catchment areas of the schools.

The conclusion of this is that there is capacity in the various primary schools in the vicinity of the site to cater for the expected yield of 11 children, but there is no capacity in the secondary schools to cater for the expected yield of 5 children of that age. As such the Education Authority make a request for a contribution of £101,517.95 in respect of secondary education. LCC are to provide a project which this would contribute to by the Committee date.

They do highlight that the primary position could change if the outstanding developments are approved and LCC are to reassess this in time for the Committee meeting. (This has been undertaken and no shortage of places is identified)

#### **Lancashire Constabulary**

Have offered general advice over the benefits of designing out crime by the use of the 'Secured By Design' approach, and high quality door locks, restricted window openings, etc.

#### **Waste Management**

Do not raise any objections to the development. Highlight the requirements for the roads to be of a suitable width and geometry to allow access by refuse vehicles and with a turning circle to allow manoeuvring. Also highlight the size, cost and logistics of providing each property with the standard refuse collection arrangements.

#### **Neighbour Observations**

|                                |   |
|--------------------------------|---|
| <b>Neighbours notified:</b>    | 17 March 2016   |
| <b>Amended plans notified:</b> | 1 November 2016   |
| <b>Site Notice Date:</b>       | 21 March 2016   |
| <b>Press Notice Date:</b>      | 31 March 2016   |
| <b>Number of Responses</b>     | Correspondence received from 9 properties in total  |
| <b>Summary of Comments</b>     | <p>All comments received are opposed to the development and are summarised as:</p> <ul style="list-style-type: none"><li>• The development of the site will have a negative visual impact from neighbouring properties and the wider landscape setting to the village</li><li>• It involves the development of a greenfield site and its loss for farming use is regrettable and unnecessary</li><li>• There are harmful impacts on highway safety from the junction and the additional traffic use of Bryning Lane which is busy with use by BAe traffic at peak times.</li><li>• The scale of development is excessive for the site and for the</li></ul> |

scale/nature of amenities available in the village to support them

- The increase in the scale of the village will detract from its village character
- That the village's surface water drainage system is unable to cope with the existing level of development and has led to roads being closed due to flooding so any further development can only worsen the issue.
- The development will involve additional vehicles using the village's roads which will reduce their attractiveness to cycle use.
- The number of properties proposed is excessive for the site area available and this will create a harsh edge to the village
- A neighbour to the site highlights that they believe there is a septic tank on the site that they have rights to utilise and which will be impacted by the development proposed.
- The position of the properties and proximity to Bryning Lane properties will lead to a loss of privacy to them and their gardens
- The proposed planting of trees and the erection of a 1.8m screen fence to the rear garden of the dwellings that back onto Bryning Lane dwellings will lead to a loss of light, daylight and views to these dwellings.
- Failure to meet the requirements of the outline permission in terms of number of dwellings, layout, scale, etc.
- The site is located outside of the village boundary in the Local Plan
- The site is not accessible to the limited services that are available in the village
- Bryning Lane has a 20mph limit that is regularly ignored by motorists and suffers from congestion at peak hours. This will make the access junction onto it a danger without the provision of a roundabout or other such feature. The visibility at the access is also constrained by parked cars at the junction.
- The sewerage network in the village is old and at capacity and cannot cope with the additional loadings that will be placed on it by this development.
- The affordable housing provided by the development is inadequate

The **ward councillor (Cllr Andrews)** has commented as follows:

- *"Village Boundary. A major concern is that the entire application lies outside of the village boundary on high grade agricultural land that is currently well tended. The land in question is designated as "countryside" and to convert this to building land would contravene FBC own Local Plan. SP 2. This development is also on one of the main entry points and would substantially detract from the appearance of village.*
- *Density. Residents are also concerned over the size of the village, currently we enjoy a good community spirit but with every new development village cohesiveness becomes more difficult to maintain. Recent approval for 53/55 homes at Richmond Avenue, 86 at Willow*

*Drive and 55 at North View Farm is clearly altering the size of the community. It is essential that Wrea Green is not allowed to creep ever bigger and crucial that excessive development is prevented.*

- *Road Access. Access is another major problem as Bryning Lane is one of the busiest roads in the village. Access to this road at peak times can at best be described as “difficult”. Bryning Lane is hugely busy at rush hours and cars frequently back up from the school roundabout several hundred yards further on.*
- *Need. Perhaps equally important is the complete lack of need for the huge amount of housing proposed. There are currently a large number of houses for sale/empty in the village. There might be a national requirement to build more homes but there is demonstrably no need in Wrea Green. For this reason alone new developments should continue to be confined to within the existing village boundary.*
- *Flooding. Like many areas of the village there is wide concern over the frequency of flooding; especially evident last year with its heavy rain fall. It is essential that surface water and foul water are adequately and properly removed. I note that a pumping station is incorporated in the plan but this only pumps northwards towards the centre of the village. Surely this is unwise; further investigation and a modern flood model is required as a matter of urgency.*

*This application is an excessive development in a small residential village. It is unwanted, not needed and contravenes both the village and FBC Local Plans as it fails to meet the requirements of SP2, HL1 and HL3. I would ask you to restrict the numbers on this high visibility site.”*

The **CAPAW resident group** have also made several representations opposing the development for points which are summarised as:

- They highlight differences between the initially submitted scheme and that which was allowed on appeal with affordable housing, scale of properties, provision of play area being specifically mentioned.
- There is a potential change to bus services that would undermine some of the accessibility that this site would rely on
- They refer to the Housing Needs survey in the village which highlights the need for smaller properties and bungalows being developed. The bungalows proposed here are of 2 storeys and there is no need for those properties or the large detached houses that the majority of the site comprises.
- They undertake an assessment of the submitted documentation and highlight numerous areas where they believe it to be inaccurate or misleading
- The play area provided on the scheme is small and the trim trail element extremely small.
- The wildlife corridor is inadequate and crossed by driveways to other dwellings
- The refuse holding area is too small and does not serve many dwellings
- There seems to be an intention to use service strips as passing places which is unsafe for pedestrians
- There is a need for traffic calming measures at the junction with Bryning Lane to slow vehicle speeds in this area

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|        |  |
|--------|--|
| HL02   | Development control criteria for new housing proposals |
| HL06   | Design of residential estates                          |
| TR01   | Improving pedestrian facilities                        |
| TREC17 | Public Open Space within New Housing Developments      |

|      |  |
|------|--|
| EP10 | Protection of important landscape and habitat features |
| EP11 | Building design & landscape character                  |
| EP12 | Conservation trees & woodland                          |
| EP14 | Landscaping of new developments                        |
| EP18 | Natural features                                       |
| EP25 | Development and waste water                            |
| EP27 | Noise pollution  |
| EP30 | Development within floodplains                         |

#### **Fylde Local Plan to 2032:**

|      |   |
|------|---|
| H2   | Density and Mix of New Development                                |
| GD7  | Achieving Good Design in Development                              |
| SL5  | Development Sites outside the Strategic Locations for Development |
| INF2 | Developer Contributions   |

#### **Other Relevant Policy:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

#### **Site Constraints**

Within countryside area

#### **Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

#### **Comment and Analysis**

##### **Planning History Relevance**

The site has the benefit of outline planning permission for the erection of 25 dwellings. This was granted on appeal following the council's refusal of application 12/0456 and remains extant. This is an important material consideration in the determination of this application as it establishes the principle of the development of the site for that number of dwellings, and of the use of the access to serve a development of that size.

This application is for the whole of the site that benefits from that planning permission. It is however unrelated to that permission as the scale of the proposal is materially greater, and so it is appropriate for the differences that this scale of development brings to be assessed as part of the consideration of this application.

Any other changes in policy or other material considerations will also be relevant to the determination of this application, and will be covered in this report.

##### **Planning Policy Relevance**

Other than the part of the site that is to provide the access to Bryning Lane, the site is located in the Countryside as designated by Policy SP2 of the Fylde Borough Local Plan. This Policy seeks to preserve the rural character of areas by resisting development that is not of a rural nature. The residential development proposed here is in conflict with this development plan Policy.

This Plan is clearly dated and will be replaced by the Fylde Local Plan to 2032 when that Plan is adopted in 2017. This Plan recently completed consultation on its publication version prior to examination and by the date of this Committee will have had the council's position on the consultation responses confirmed. Whilst this is a relatively advanced stage in Plan preparation the weight to be given to the Plan remains limited. This site is designated as a residential commitment in that Plan by virtue of the existing permission and this lends some further support to the principle of residential development despite the weight attached to that Plan.

When the Plan was approved for consultation a particular reference was made to the policies of the Housing Chapter which was expressly to be supported for use in the assessment of planning applications. The scale of development in the village is a further issue that the emerging Plan touches on. The Plan designates Wrea Green as a Tier 1 Rural Village where growth is to be focussed, with that text suggesting that a scale of around 100-150 dwellings over the Plan period is appropriate in the commentary to Policy SLF5. That figure has been exceeded by the permission on this site and others determined since 2011 and so the overall scale of development in the village is a matter for consideration with this application.

The Parish has been designated as a Neighbourhood Plan area and work commenced on a Neighbourhood Plan. However, work on this remains at an early stage and it can be given no weight in decisions on residential applications.

#### **Principle of development of 36 dwellings**

Whilst the principle of residential development is established by the previous permission, this scheme is a full application and proposes 36 units so is an increase of 11 units over the extant permission. Whilst this has implications for the overall scale of development in the village it is considered to be a consequence of the development making a more appropriately efficient use of the site than that which was allowed at appeal. The density of development of 36 dwellings on a 1.9 hectare site is almost 19 dwellings per hectare which is well below the 30 dwellings per hectare sought as a target in Policy HL2 of the Fylde Borough Local Plan, but much more efficient than the 13 dph provided by the extant permission. It is considered that this proposal achieves a suitable density for a development at the edge of a rural village, with the benefit of the more efficient use of the site than the appeal scheme outweighing the impacts of the further stretching of the target growth figure for the village.

In his assessment of the appeal scheme the Inspector concluded that *"the appeal site is within reasonable walking distance of the facilities in Wrea Green"* (para 37 of decision letter on 12/0456) with his estimation being that this was around 10 minutes' walk from the site. This was an issue that the council disputed at the appeal given the site is located some distance from the concentration of services around the Ribby Road / Green / Station Road junction, but with the conclusions of the Inspector on this matter this cannot be used to support a reason for refusal here.

The greater scale of development than previously approved coincides with a likely re-routing of the subsidised rural bus service which connects Wrea Green to Lytham so that it runs along Bryning Lane rather than the current Moss Side Lane route. It would be appropriate for the development on this site to improve the connectivity to that route so that its occupants could access the services available in Lytham and Kirkham as the higher order settlements in this part of the borough. The provision of bus stops to Quality Bus standard on either side of Bryning Lane would be an appropriate approach and can be secured through a condition to any approval of the application.

A further area of concern to the council at the appeal was the visual impact of the development on

the rural character of this edge of settlement site, with this being a matter that the Inspector discussed in the appeal decision. This is raised in para 42 where he says *"The development would be visible in the landscape setting of Wrea Green, from the higher ground near the equestrian centre to the south. However I consider that it would be reasonably well related to the form of development in this part of the village, being to the rear of the existing residential development fronting Bryning Lane, and Bryning Avenue. .... There is an existing hedgerow on the southern site boundary, and the proposal for a landscape/ecological buffer would help to further assimilate new development into the village framework. For those travelling south out of the village, the development would be visually contained by the houses on the frontage."*

The current scheme retains a separation from the boundaries of the site, places the smaller dormer bungalow properties on the western edge, provides a landscaped buffer to the southern boundary which is most visible on the approaches to the village from Warton, and minimises the development on that southern edge of the site. As such the scheme is considered to retain the elements that led to the previous Inspector concluding that the appeal scheme was acceptable in visual impact terms and so it is consistent to conclude that the impact of this scheme on the countryside and setting of Wrea Green does not warrant a reason for refusal on this basis.

Whilst this is a different scheme to that which has outline permission and increases the number of dwellings proposed on the site, it does so in a manner that does not over-develop the site and provides an acceptable relationship to the surrounding rural areas. Given that this is a greenfield site which has been lost to development by virtue of the previous permission it is beneficial that an efficient use of it is made in this application. As such the principle of the development is considered to be an acceptable one.

### **Access Arrangements**

The site has an access to Bryning Lane using the existing access that serves the site in its former use as a plant nursery and which serves the domestic dwelling at No. 54. This access point is therefore already established, and meets Bryning Lane at a point that is within the 20mph village speed zone. The access was initially shown with visibility splays of 2.4m x 60m in both directions. However, these are incorrectly drawn, are seemingly not achievable, and are beyond the requirements of LCC for the appeal scheme when 2.4m x 40m was required. This is a matter that the applicant's highway consultant are investigating further, but it is expected that a revised plan will be available for the Committee meeting with the 2.4m x 40m splays correctly drawn. At the time of writing this report LCC had not provided their consultation response on the application, but it is expected by the Committee and is expected to confirm that this design of junction and visibility is appropriate for the access to a site of this scale. The site visibility requirements would be secured by condition to any planning permission.

The fact that the site utilises the existing access creates an issue as its width is constrained by the presence of the existing dwelling at No. 54. This has been extended to the side and prevents an access of an appropriate width being provided. As a consequence the application proposes that this part of the property be removed to enable the access arrangements to be achieved. Details are provided with the application as to how the demolition and reinstatement of this property will be achieved and this will not have any adverse impact on the character of the area yet will allow the appropriate access width to be secured.

The local highway authority have not provided any comments on the application at the time of writing this report. However, the proposal is that this access is exactly the same as that proposed to serve the 25 dwelling scheme that was allowed on appeal. LCC raised no objections to that scheme and whilst this proposal has increased the dwelling numbers from 25 to 36 and so will have

a consequential increase in trips there is no reason to suggest that the access is not appropriate. It is expected that LCC will provide comments in time for Committee, and that they will confirm a lack of objection to the scheme on the basis of the visibility that is acceptable, that the traffic generated at the site will not impact on the operation of Bryning Lane, and that the junction is appropriately designed. Accordingly it is considered that the site access complies with the requirements of Policy HL2 in that regard.

Residents have expressed concerns over the access arrangements, in particular to the use of a mini-roundabout to improve the junction capacity and calm traffic speeds, and that roadside parking outside properties is likely to restrict visibility further. With regard to the siting of a roundabout it is not considered that such a feature could be justified from the scale of development proposed, with LCC highways likely to confirm that the proposed priority junction is of a sufficient standard in these circumstances. With regard to on-road parking there are powers available to address parking that causes an obstruction and whilst there may be occasional parking outside properties in the area it is noted that all have driveways and that at this officer's numerous visits to the site it is not seen to be a regular occurrence.

### **Mix of Dwellings**

The emerging Fylde Local Plan to 2032 has now reached a position where the policies of the housing chapter can be given some weight in the determination of planning applications. One key element in this is that it introduces a policy obligation that new developments provide a mix of dwellings that reflect the needs identified in the Fylde Coast Strategic Housing Market Assessment of 2014 which confirmed that there is a need to provide a higher proportion of smaller properties than has previously been the case. This is carried forward in Policy H2 of the Fylde Local Plan to 2032 which looks at 50% of a development being 1-3 bedroomed properties and in rural villages such as Wrea Green that 33% of them are 1-2 bedroomed.

In this case the revised proposal here includes 13 of the 36 dwellings as 1-3 bedroomed which is 36% and 4 as 1-2 bedroomed so is 11%. These percentages are obviously well below the target sought by Policy H2. This is disappointing and brings a conflict with this element of the emerging Policy. The applicant has explained this has arisen due to a need to provide a particular level of residential floorspace on the site on viability grounds. It is a situation that has arisen with the most recent iteration of the proposal as the earlier scheme with a larger number of dwellings was much closer to being policy compliant in this regard, with the latest version reducing the number of properties but also increasing their scale. The limited weight that can be attributed to this Policy means that this conflict cannot alone justify a reason for refusing the application, but it clearly weighs against it in the overall planning balance.

### **Layout of Dwellings**

The general squareness of the site would normally provide a great deal of flexibility in the layout options. However in this case there are constraints on that with the fixed access point to the northeast corner, the need to incorporate the surface water drainage and play areas, the proximity of dwellings to the east, and the need to retain the perimeter hedging and buffers to the south and west. These constraints have influenced the layout which provides a main access road that leads from the entrance to the southern boundary of the site with 3 cul-de-sacs leading from it to serve the dwellings. These are arranged in a series of linear forms facing either to the north or south and so reflects the character of Bryning Avenue to the north.

The properties are well mixed within the site to position the larger properties generally against the rear of the existing Bryning Lane development and the dormer bungalow properties to the western side where they are against the agricultural land beyond so that the visual impact of the scale of the



development is lessened. Within the site the dwellings are staggered with garages generally set back to give an attractively varied streetscene where the dwellings are the dominant feature. There are a number of prominent corner properties that have dual-facing aspects to avoid the use of blank elevations being overly prominent. The surface water drainage arrangements and a play area are located close to the entrance and so allow an open area to be experienced once within the development.

The properties are of 9 different types, and whilst this is a large number across the 36 plots they are all of a consistent style and so will provide a cohesive design approach to the development. They are all now at two storey with an originally proposed 2 ½ storey unit having been dropped from the scheme.

The application refers to one of the types as a bungalow with 5 of this type being provided along the western edge of the site. This housetype is more accurately described as a dormer bungalow as it provides a living room, kitchen and ensuite bedroom at ground floor, with 2 bedrooms and a bathroom at first floor. The local community representatives have long expressed a desire for bungalow accommodation to be included in developments on the basis that it will provide accommodation for the elderly residents in the village to downsize to and so free up their larger current properties. In general, developers are reluctant to provide true bungalows within their development due to the large area of land that they occupy for the accommodation they provide. In this case the developer argues that this house type will facilitate possible downsizing by providing a property with the full range of living accommodation at ground floor, with the additional bedrooms above being suitable for visiting family members or other care providers if needed. There is merit in this statement as the properties in question could be occupied in that manner. It is more relevant that they allow for a flexibility of occupation whilst remaining relatively modest in scale and so helping with the visual impacts of the build. Accordingly the use of these properties is considered to be a benefit from the layout that is to be weighed in its favour.

It is considered that the design and layout of the properties is appropriate for a development of this type and location and complies with the requirements of Policy HL2 of the Fylde Borough Local Plan and with Policy GD7 of the Fylde Local Plan to 2032 in that regard.

### **Neighbour Relationships**

The internal relationships between the new dwellings have been assessed and in a number of locations the front-to-front are below the standard 21m facing distance that is sought for privacy and massing purposes with a separation as low as 14m in one case providing in the tightest relationship. However, this is not the case with the back-to-back relationships where 22m is the closest relationship. This approach allows the properties to benefit from an appropriate level of private amenity space and will ensure that this provides the privacy that is expected in these rear gardens but of less importance to the front of properties.

The site has boundaries to the existing dwellings on Bryning Avenue to the north, and to the properties on Bryning Lane to the east. The Bryning Avenue properties have particularly long rear gardens and so there is no conceivable massing or privacy loss implications for these properties, with that including the dwelling that is to be constructed to the rear of the end Bryning Avenue property.

The properties to the west on Bryning Lane have gardens of a more usual depth of 10-20m from the site boundary. The properties within the site back onto them and are each provided with 10m deep back gardens. The consequence of this is that all properties on the site achieve at least the minimum 21m separation distance to avoid undue massing and overlooking being created, and so comply with the requirements of Policy HL2 of the Fylde Borough Local Plan and GD7 of the Fylde

Local Plan to 2032 in that regard.

### **Provision of Affordable Housing**

The provision of affordable housing is an accepted element of residential development and is underpinned by para 50 of the NPPF. The council's position on this is established by Policy H4 of the Fylde Local Plan to 2032 which confirms that all residential schemes of more than 10 dwellings should provide for 30% of the total dwellings for affordable purposes. With this scheme being for 36 dwellings that would amount to 10 dwellings.

The application was submitted on the basis that all the dwellings were to be for market sale. This has been revised in the scheme now under consideration with the proposal being that 5 of the properties will be affordable housing, and a commuted sum will be paid to the council in lieu of the on-site provision of the other 5 units that are needed to make up the 10 dwellings that equate to 30% of the total development. Of the 5 units the proposal is that 4 are 3 bedroom and 1 is a 2 bedroomed unit with all offered for shared ownership. Discussions are well advanced with a Registered Provider that is a member of the council's Partnership for them to take these units and so ensure the delivery and occupation as affordable dwellings.

The balance of the affordable requirement is to be met by a commuted sum. The council has used a figure of £50,000 per affordable housing plot in recent years where this approach has been necessary. It is intended that a Supplementary Planning Document will be prepared in the coming year to provide greater clarity to ensure that the 'in lieu' contributions are reflective of the amount needed to secure a replacement affordable dwelling,. However in the absence of this document it is considered that the developer be required to contribute £250,000 to the council in lieu of these 5 units.

The on and off site split of the affordable delivery in this manner is the approach that was taken with the outline planning permission as it was felt at that time that if all 4 schemes that were the subject of appeals were allowed it would result in an oversupply of affordable housing that the providers would find difficult to incorporate into their business models. Since that time there have been financial impacts on the sector, and other developments have come forward in the village which include on-site affordable housing. As such it is felt that this split remains an appropriate way of providing the affordable housing obligations of this development. It ensure the provision of a number of affordable houses to meet local needs whilst providing a capital sum to the council to invest in other affordable housing scheme across the borough. As such the proposal is in accordance with Policy H4 of the Fylde Local Plan to 2032 and para 50 of the NPPF in this regard, with a s106 agreement to be concluded in advance of any planning permission being granted to secure these details.

### **Provision of Open Space and Landscaping to Perimeter**

It is an accepted requirement of residential development proposals that they provide an appropriate amount and quality of public open space provision to serve the needs of their residents. This is addressed through Policy TREC17 of the Fylde Borough Local Plan, and Policy ENV4 of the emerging Fylde Local Plan to 2032, with both requiring an amount of POS to be provided that is based on the scale of development proposed. The bedroom mix proposed here results in a requirement for 1,352m<sup>2</sup> of public open space. The scheme actually provides open space in 4 elements and meets that size requirement:

- An area of open space is provided around the western and southern edges of the development, within which a public footpath is provided that is to be surfaced to facilitate ease of use by dog-walkers, etc.

- A short 'trim trail' element is to be provided to the southern corner of the site which includes equipment such as balance beams, swing bars, and a rope walk that are suitable for children's use.
- An area of open space is provided in the centre of the site with tree planting and the grassed drainage attenuation features which will contribute to the open aspect in this area.
- A Local Area for Play (LAP) is provided within the central open space area. This is a formal facility that provides for toddler play through a dwarf castle, mushroom seats, joined logs and mock animal features.

This located where it will be accessible to all residents on the site and includes elements for casual use, for more formal play areas, and provides a visual softening of the development around the main central area. These areas are located where there is natural supervision of them without being overly close to dwellings to a degree that would cause amenity issues to arise. This provision is considered to be qualitatively in accordance with the requirements of the respective Local Plan policies and so meets the appropriate needs of the development on this basis.

### **Ecology**

As a greenfield site on the edge of the village there is a clear potential for the development to have ecological implications. The application is supported with an ecological appraisal that looks at the relevant elements of this with reference to both desk based research and field study. This concludes that the development will lead to an overall biodiversity gain through the provision of wildlife corridors of higher value for amphibians than the current situation where the site is in use as improved grassland typical of agricultural use. The initial report has been supported with a more recent survey of the ponds around the site which confirms this initial findings. The council's ecological adviser has assessed the submitted appraisal and is satisfied that the conclusions reached are valid ones.

The specific elements assessed are summarised as:

- Designated Sites – The site is not designated and there are no such sites within any reasonable proximity to the site
- Invasive Species – No such species were identified
- Breeding Birds – There is limited opportunity on site for it to support breeding birds although the site and its hedgerow will provide habitat for foraging. The hedgerows are to be retained and enhanced through the provision of a wildflower planted margin and so this will increase their ecological value. A condition is needed to protect these during construction, and to time the works to avoid impacts on any breeding birds
- Bats – Surveys associated with the extant permission found that there was bat use of the site for foraging and this will no doubt continue. The protection of the hedgerows is an important element to ensure these continue to offer that opportunity. None of the outbuildings on site provided any bat habitat, although there is the possibility that the part of the dwelling that is to be demolished could support a roost. Accordingly a survey is to be conditioned to require that this is examined as part of any approval.
- Badgers – No activity identified, and any foraging use will be limited.
- Otter and Water Vole – There is no otter presence likely. The ponds near to the site could provide water vole habitat but these are remote from likely Vole habitat and not suited to their use so it is unlikely that they will be present
- Amphibians – There are no ponds within the site, but there are 11 ponds within 250m of it that could support amphibians. The initial survey assessed these and concluded that there was an average or good possibility that the three that lie adjacent to the site could support amphibians using Habitat Suitability Index (i.e. visual assessment). This found that 2 were

average and 1 was good, with the results of a 2013 survey confirming a small population of Great Crested Newts in one of these. Accordingly the developer commissioned a survey of the ponds with 7 of the 12 nearest ponds surveyed and no newt presence identified, although commuting Palmate Newts were seen at one of the visits on the opposite side of Bryning Lane. Whilst it is incomplete the survey concludes that the population of newts is reasonably likely to be a small one, and that it is appropriate that mitigation be incorporated into the scheme to ensure that this species is not negatively impacted. This mitigation takes the form of a new pond being formed in the northwest corner of the site where connectivity to other ponds outside the site is available. Further pond features are to be provided in the centre of the site and then connected to the southern boundary via a 'newt corridor' which is a route around the rear of the dwellings to connect this area to the southern boundary and so the ponds and wider habitat available in that direction. This is considered to be an appropriate solution and can be secured by condition.

- Mammal use – Evidence that the site has been visited by foxes, hedgehogs and moles was present at the survey, but the nature of the site is such that this use is unlikely to be frequent and so is not unduly impacted by its development.

It is expected that the site doesn't directly support any protected or priority species, but does provide foraging opportunities for them and some are known to be present in the surrounding area to the site. As such it is appropriate that a series of precautionary measures are incorporated into any planning permission to ensure that the hedgerows are protected, there are no bat roosts present at the time of building demolition, and that amphibian habitats are incorporated into the development and they are protected from harm during its construction. With these all capable of being addressed by condition the proposal will not be in conflict with Policy EP18 and EP19 of the Fylde Borough Local Plan relating to protected and priority species and their habitats.

### **Education Capacity**

The availability of appropriate education facilities to serve the needs of a new development is supported by para 72 of the NPPF and is a requirement of Policy CF2 of the Fylde Borough Local Plan and Policy INF2 of the Fylde Local Plan to 2032. An assessment of education capacity is undertaken for all major residential developments by LCC as part of their role as Local Education Authority. This assessment examines the primary schools that are within 2 miles of the site and the secondary schools within 3 miles and examines the capacity at those schools, the anticipated changes in the school role through birth rates, etc., and the implications of development proposals in their catchment.

With regards to primary education in this case they have looked at the 8 primary schools within this catchment and advise that there is expected to be a capacity of 30 school places in 5 years' time (when the development is likely to be completed). This is sufficient to accommodate the 11 primary school age children that are expected to be yielded from a development of this size, and the 14 from other developments. Therefore they conclude there is adequate primary education capacity to serve the needs of the development.

With regards to secondary education in this case they have looked at the 2 secondary schools within this catchment and advise that there is expected to be a shortfall of 382 school places in 5 years' time (when the development is likely to be completed). This shortfall will be increased by the 5 secondary school age children that are expected to be yielded from a development of this size. Therefore they conclude there is inadequate secondary education capacity to serve the needs of the development. To help address that shortfall they request that the developer provides a financial contribution to help them meet the additional school place requirements. This is calculated using an approved methodology and equates to £20,303.59 per place to give a total education request of

£101,517.95.

The payment of such requests accords with Local Plan policies and so can be secured through a s106 agreement in the event that planning permission is to be granted. The County Council advise that they intend to spend this at St Bedes High School in Lytham as a school that is likely to serve the site. The CIL regulations which govern such contributions require that there are no more than 5 contributions to any one project, and that is not the case at this school as the other developments that currently have identified payments to it are the Oaklands Caravan site and Land off Lytham Road sites in Warton. The payment of this money will address any policy objections associated with education capacity.

### **Levels and Drainage**

The site gently slopes from north to south and being greenfield the surface water will percolate through and drain in that direction. The development of the site will require intervention in the drainage and that is described in the Flood Risk Assessment and drainage strategy provided with the application. These have been assessed by the relevant drainage authorities and undertakers who raise no objection to the proposal subject to the implementation of conditions to ensure that an appropriate agreed scheme is finalised and implemented.

With regards to surface water drainage, the site is in Flood Zone 1 and so at the least risk of flooding from rivers or sea. The main cause of potential flooding is therefore from rainfall, with the development of the site clearly increasing the rate that this could run-off from the site. The Flood Risk Assessment concludes that the sub-soil is a clay base and so percolation will not be feasible for site drainage. The proposal therefore utilises the existing gravity flow drainage on the site but provides holding facilities within it to enable the rate of run off to be controlled to the existing greenfield run off rate. This uses two wetland habitat features in the centre of the site and one in the north west corner to store water in the occasion of extreme storm events, with a storage tank adjacent to the outfall on the southern boundary of the site providing for the storage in normal conditions with this then leading to that outfall via a hydrobrake to control the flow. This arrangement will be fed from a new surface water sewer network within the site to take water from the various roofs, driveways, roads and other hard surfaced areas. The Lead Local Flood Authority have confirmed that they have no objection to the approach subject to conditions to agree the final details of this and the arrangements for its maintenance. Subject to the imposition of these conditions the proposal is in accordance with the requirements of the relevant Local Plan polices in this regard.

The proposed foul drainage arrangement is that a separate foul drainage system is to be installed in the development which serves all the properties and then collects on the southern boundary of the site where a pumping station is to be constructed that will lift this drainage to the existing foul sewer on Bryning Lane. This sewer ends at the junction of that road with Bryning Avenue and cannot be extended into the site due to the change in ground levels, hence the need for this mechanical transfer of the foul water from the site. United Utilities have confirmed that this approach is acceptable in their lack of objection to the proposal and so also that there is capacity in this system to accommodate the foul water from this development. An indicative layout of the pumping station is indicated which is within the area of open space on the southern boundary of the site. This places it away from any existing or proposed dwellings, and whilst it will have a visual impact on this open space it is not unduly harmful. Conditions are required to ensure the final design of this pumping station and the foul water drainage arrangements in general, but these are acceptable in principle.

### **Public Realm Contributions**

The council's case to the appeal was that there was a need to secure financial contributions from that development to allow for the enhancement of the public realm in the conservation area around the centre of the village, and so make it more attractive as a location for the new occupants of this development to utilise in preference to making visits out of the village. That argument was not accepted by the Inspector as he felt that the conservation area was some distance from the site, and that the council was unable to persuade him why these works were essential to make the development acceptable.

Since the appeal decision was issued the council has worked with the Parish Council to progress a scheme for environmental improvements in that area utilising funding from other developments in the village and so there is a scheme that could benefit from additional funding were that to be secured from this development. However, it is not considered that funding can reasonably be requested from the developer in this case given the views of the Inspector on this must apply equally to this site, particularly as the policy basis for this remains limited to the conservation area enhancements in the Fylde Borough Local Plan Policy EP1. There will be a more supportive approach to securing funding from developments in Policy INF2 of the Fylde Borough Plan to 2032, but this does not have sufficient weight to be used in the assessment of this matter at this time.

### **Conclusions**

The application relates to a rectangular area of land to the rear of 54 Bryning Lane and a number of other properties that front onto Bryning Lane outside of the village of Wrea Green. The proposal is a full application for the erection of 36 dwellings and as such is a revision from the original proposal for 43 units.

The proposal involves the residential development of a greenfield site that is outside of the settlement and is allocated as Countryside in the Fylde Borough Local Plan. This means that it is contrary to that Policy and so it is necessary to establish if there are any material considerations to outweigh that policy conflict with the adopted development plan. IN this case it is considered that the following factors weigh in support of the proposal.

- The council is unable to demonstrate a 5 year housing supply
- The site has the benefit of an outline planning permission for up to 25 dwellings
- The site is allocated for development in the emerging Fylde Local Plan to 2032 on the basis of the extant permission
- The site is located adjacent to the village boundary and is considered to have a reasonable accessibility to the services available in this Tier 1: Larger Rural Village
- The development of the site was assessed by the appeal Inspector to be not unduly visually intrusive
- There are no technical constraints to the development proceeding (highways, ecology, drainage, etc.)
- The proposal makes a proportionate contribution to the supply of affordable housing in the village and borough, and to other infrastructure requirements

Whilst the scheme will have some visual impact and does not provide the majority of the properties of a smaller size as is required by the emerging Fylde Local Plan policy H2, these factors are not considered to be sufficient to outweigh the benefits presented above. Accordingly the officer recommendation is that planning permission should be granted on completion of a s106 agreement to secure the appropriate affordable housing and education contributions that are required for a

development of this nature.

### **Recommendation**

That the authority to determine the application be delegated to the Head of Planning and Regeneration, with any approval subject to the satisfactory resolution of a s106 agreement and a series of planning conditions. The terms of the s106 agreement are to incorporate the matters covered below. A list of planning conditions is also provided, with the Head of Planning and Regeneration being authorised to amend, delete or add as he considers appropriate.

### **Suggested Heads of Terms for S106 Agreement**

- Provision of 30% of the development as affordable housing through a mixture of on-site provision and off-site commuted sum. The phasing of the delivery of these along with the arrangements for the occupation, tenure, location, and on-going retention as affordable dwellings are to be incorporated into this agreement
- The payment (and phasing of payment) of £101,517.95 to be used to increase education capacity at St Bedes Catholic High School in Lytham

### **Suggested List of Planning Conditions**

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

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

2. This consent relates to the following details:

#### **Approved plans:**

- Location Plan - 53/73 Development Consultants drawing 1835 LP
- Proposed Site Plan - 53/73 Development Consultants drawing 1935-5373-00-DR-A-001 Rev C
- Proposed Site Plan Landscaping - 53/73 Development Consultants drawing 1935-5373-00-DR-A-002 Rev C
- Proposed Site Plan Storey Heights - 53/73 Development Consultants drawing 1935-5373-00-DR-A-003 Rev C
- Proposed Site Plan Management - 53/73 Development Consultants drawing 1935-5373-00-DR-A-004 Rev C
- Proposed Street Elevations - 53/73 Development Consultants drawing 1935-5373-XX-DR-A-005
- Landscaping Layout - tpm landscapes drawing 2438 101 Rev D
- Landscaping Planting Plan - tpm landscapes drawing 2438 201 Rev D
- Landscaping Planting Plan - tpm landscapes drawing 2438 202 Rev D
- Local Area for Play - tpm landscapes drawing 2438 102
- Boundary Treatments Plan and Schedule - tpm drawing 2438 401 Rev D
- Housetype A plan - 53/73 Development Consultants drawing 1935-5373-A-DR-A-001 Rev A
- Housetype A elevations - 53/73 Development Consultants drawing 1935-5373-A-DR-A-002 Rev A
- Housetype C - 53/73 Development Consultants drawing 1935-5373-4DG14-XX-DR-A-001
- Housetype D - 53/73 Development Consultants drawing 1935-5373-4DG15-XX-DR-A-001
- Housetype E - 53/73 Development Consultants drawing 1935-5373-4DG16-XX-DR-A-001
- Housetype E (plot 9) - 53/73 Development Consultants drawing 1935-5373-4DG16-XX-DR-A-002

- Housetype F - 53/73 Development Consultants drawing 1935-5373-4DG18-XX-DR-A-001
- Housetype G plan - 53/73 Development Consultants drawing 1935-5373-5DG-00-DR-A-001
- Housetype G elevations - 53/73 Development Consultants drawing 1935-5373-5DG-XX-DR-A-002
- Housetype H (alternative 1) - 53/73 Development Consultants drawing 1935-5373-3BP79-XX-DR-A-001
- Housetype H (alternative 2) - 53/73 Development Consultants drawing 1935-5373-3BP79-XX-DR-A-001
- Housetype J ground floor plan - 53/73 Development Consultants drawing 1935-5373-3BP-XX-DR-A-001
- Housetype J elevations - 53/73 Development Consultants drawing 1935-5373-3BP-XX-DR-A-003
- Housetype K - 53/73 Development Consultants drawing 1935-5373-2BP-XX-DR-A-001
- Proposed Single and Double Garage - 53/73 Development Consultants drawing 1935-5373-SGD-00-DR-A-001
- Proposed Alterations to 54 Bryning Lane - 53/73 Development Consultants drawing 1935
- Typical Type 3 Pumping Station Layout – Figure D3

Supporting Reports:

- Design and Access Statement
- Ecological Appraisal – Avian Ecology Holli-361-727 Issue v2
- Planning Statement - Smith and Love MARC107
- Transport Statement – Mayer Brown March 2016
- Flood Risk Assessment and Drainage Strategy – Hamilton Technical Services C-0613 Issue 2

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

3. Prior to the first occupation of any of the dwellings hereby approved the side extension to 54 Bryning Lane shall have been demolished and the property made good as shown on the plan listed in condition 2 of this planning permission.

Reason: To ensure that a vehicle and pedestrian access to the site can be constructed to an appropriate width and that this dwelling has an appropriate appearance in accordance with Policy HL2 of the Fylde Borough Local Plan.

4. That prior to the commencement of any development on the site full details of the following highway works shall have been submitted to and approved in writing by the Local Planning Authority, with the submitted detail including a phasing for the implementation of the approved works, which shall be complied with in full:
  - a) The provision of a 1.8m footway into the site on both sides of the access road to provide a continuous pedestrian route to all dwellings from that internal access road (or other suitable extent as is subsequently agreed) and its connection to the existing footpath network on Bryning Lane.
  - b) Any works required to the site frontage to Bryning Lane to ensure that 2.4m x 40m visibility can be achieved in both directions whilst retaining an appropriate rural appearance to the site frontage
  - c) The provision of parking arrangements to serve 54 Bryning Lane that are located off the internal access road to the rear of that property
  - d) The provision of two bus stops and shelters (one on each side of Bryning Lane) in close proximity to the site access to Quality Bus Standard, along with maintenance arrangements for these facilities.

Reason: To ensure the provision of a safe vehicular access to the site, and a safe pedestrian access



for the occupiers of the dwellings to access the shops and other services available in Wrea Green, and to ensure the existing dwelling has appropriately sited parking arrangements as required by Policy HL2 of the Fylde Borough Local Plan.

5. Prior to the commencement of any development hereby approved a schedule of the materials to be used in the external construction of the walls of the dwellings, for the roof, and for any external hard surface areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter only those approved materials shall be used in the development.

Reason: To ensure an appropriate finished appearance to the development in accordance with Policy HL2 of the Fylde Borough Local Plan.

6. Prior to the commencement of any development details of the boundary treatments (including hedges) to the site and between the individual plots shall be submitted to and approved in writing by the Local Planning Authority. These details shall reflect the type of boundary treatment shown on the approved site plan listed in condition 2 and shall include their materials, colour and heights. The approved details shall be erected / planted prior to first occupation of each respective dwelling hereby approved and retained thereafter.

Reason: To ensure an appropriate screening and definition of domestic curtilage to the dwelling in the interest of preserving the character of the area and the relationship with neighbouring land uses as required by Policy HL2.

7. Prior to the commencement of any development a survey of the existing ground levels and the existing and proposed ground and Finished Floor Level for each dwelling shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these approved levels.

Reason: To ensure that the development has an appropriate scale and relationship to the neighbouring dwellings as required by Policy HL2 of the Fylde Borough Local Plan.

8. Prior to the commencement of development a scheme for the disposal of foul and surface water for the site shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, surface water must drain separate from the foul and no surface water will be permitted to discharge directly or indirectly into existing foul, combined or surface water sewerage systems. The development shall be implemented, maintained and managed in accordance with the approved details.

Reason: To ensure the site and development are adequately drained, as required by Policy HL2 of the Fylde Borough Local Plan.

9. Prior to the commencement of any development full details for the arrangement, layout, design of above ground features, and operational capacity of the pumping station associated with the foul water drainage of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with these details and shall be operational prior to the occupation of the first dwelling hereby approved.

Reason: To ensure an appropriate appearance and operation of this facility in accordance with Policy HL2 of the Fylde Borough Local Plan.

10. None of the dwelling hereby approved shall be occupied until details of a management and maintenance scheme for any sustainable drainage system to be installed as part of the

development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover the full lifetime of the drainage system and, as a minimum, shall include:

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

The drainage system shall thereafter be installed in accordance with the details and timetable contained within the duly approved scheme, and shall be managed and maintained as such thereafter.

Reason: To ensure that satisfactory measures are put in place for the management and maintenance of any sustainable drainage system throughout the lifetime of the development, to minimise the risk of flooding and to limit the potential for surcharging of the sewer network in accordance with the requirements of Fylde Borough Local Plan policies EP25 and EP30, and the National Planning Policy Framework.

11. No development shall take place, nor any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) the identification of the site access for construction traffic,
- b) the timing of the provision, and standard of construction, of the site access for construction traffic,
- c) times of construction activity at the site,
- d) times and routes of deliveries to the site,
- e) the parking of vehicles of site operatives and visitors,
- f) loading and unloading of plant and materials,
- g) storage of plant and materials used in constructing the development,
- h) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- i) wheel washing facilities, including details of how, when and where the facilities are to be used'
- j) measures to control the emission of dust and dirt during construction,
- k) measures to control the generation of noise and vibration during construction to comply with BS5228:2009
- l) a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To ensure the development is implemented without compromising residential amenity or highway / pedestrian safety.

12. Prior to the first occupation of any dwelling on the site, details shall be submitted to and approved in writing by the Local Planning Authority of the on-going maintenance of the communal areas of the site including the internal access roads and footways, areas of landscaping and all associated features such as streetlighting, signage, drains and boundary treatments that lie within these areas. The development shall thereafter be maintained in accordance with the approved schedule of maintenance.

To ensure that the development is implemented and maintained to a satisfactory degree into the future as required by Policy EP14 and HL2 of the Fylde Borough Local Plan.

13. The Local Area for Play, pedestrian route around site perimeter, and Trim Trail shall all be installed in accordance with the details specified in the plans listed in condition 2 of this permission and made available for use prior to the occupation of the 15th dwelling hereby approved. These details shall thereafter be maintained and retained available for public use at all times.

Reason: To ensure the appropriate provision of open space to serve the development in accordance with Policy TREC17 of the Fylde Borough Local Plan.

14. No work to clear vegetation within the site, no tree removal, no demolition work, and no other works that may affect nesting birds shall take place between 1st March and 31st August inclusive, unless the absence of nesting birds has been confirmed to the Local Planning Authority in writing following further surveys or inspections undertaken by a suitably qualified ecologist.

Reason: In order to protect habitats which have the potential to support breeding birds and so protect their nesting sites from harm as required by Policy EP19 of the Fylde Borough Local Plan.

15. In the event that the demolition works to 54 Bryning Lane do not commence before 1 March 2018 a further precautionary survey of the dwelling shall be undertaken by a suitably qualified ecologist to examine the potential for that property to provide a roost or nest site for bats, and shall be submitted to the local planning authority and approved in writing.

In the event that bats are found to be present then a proportionate mitigation strategy shall be prepared and shall form part of other submission. The mitigation shall be implemented in accordance with the approved scheme.

Reason: In order to prevent harm to this protected species in accordance with Policy EP19 of the Fylde Borough Local Plan.

16. No works shall commence until full details of the number, location and type of nesting opportunities for bird species has been submitted to and approved in writing by the local planning authority. These details shall be based on the recommendations of the ecological appraisal in condition 2 and shall include the timing of their erection. The approved details shall be implemented in full in accordance with that approved timing.

Reason: To ensure the maintenance of appropriate level and quality of nesting opportunities for birds within the site in accordance with Policy EP19 of the Fylde Borough Local Plan, as altered (October 2005) and Paragraph 118 of the NPPF.

17. No works shall commence until a site specific method statement to outline how the development of the site is to be implemented to minimise the potential risk of disturbance to Great Crested Newts and other amphibians, and how the site is to be developed to enhance its attractiveness to

such species has been submitted to and approved in writing by Fylde Borough Council The submitted details shall include:

- a. the timing of the works
- a. the provision of the wetland habitat features shown on the approved site plan
- b. the nature of the planting to be provided in these features,
- c. the provision of the 'Newt Corridor' shown on the approved site plan
- d. the erection of fencing to prevent Newt access during construction,
- e. the measures to ensure Newts and amphibians are not present at the commencement of works.

The approved scheme shall be implemented in full accordance with the details it contains and the timing of those works

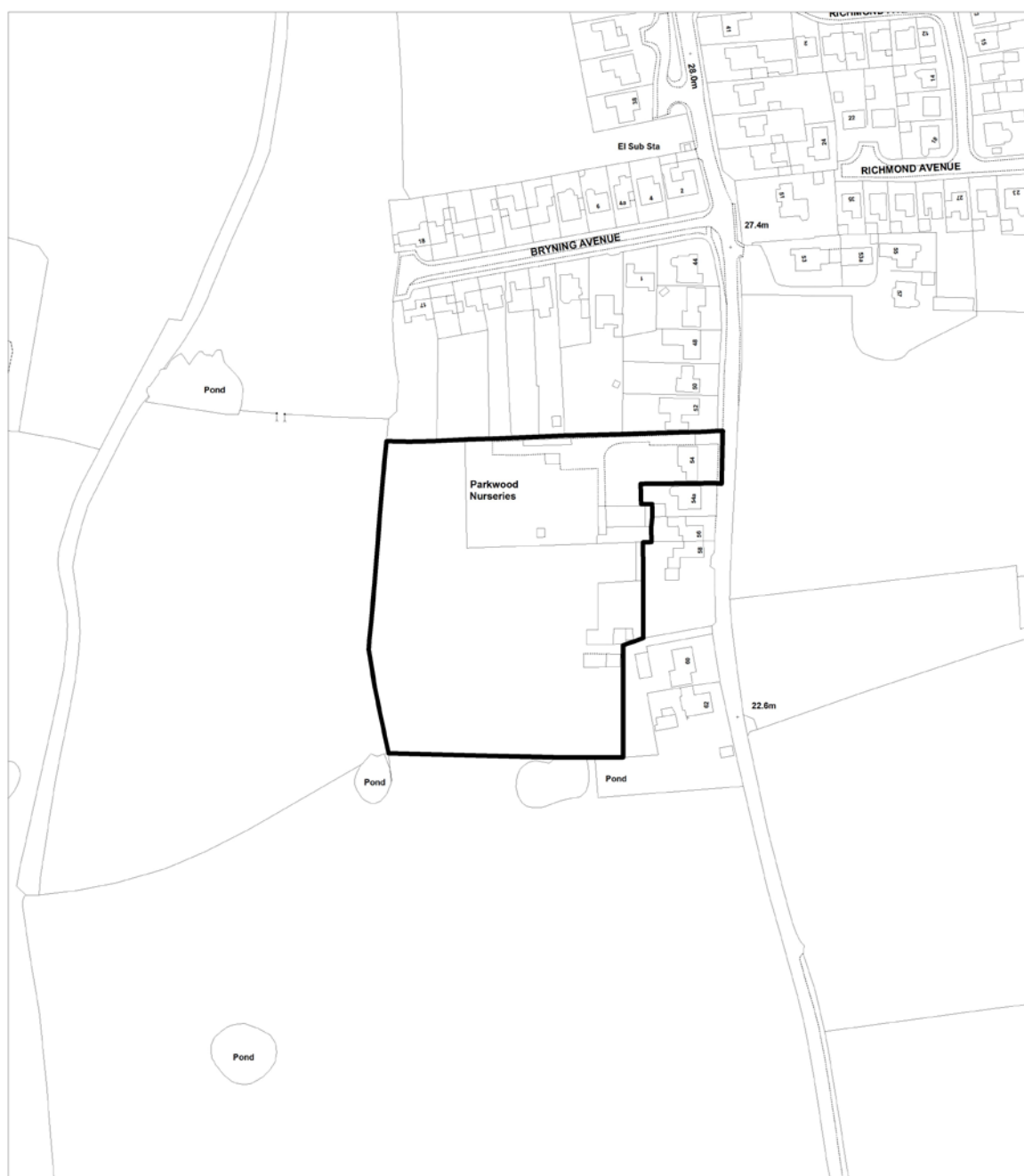
Reason: To minimise the potential for harm to amphibians during construction and to enhance the attractiveness of the site to these species in accordance with Policy EP19 of the Fylde Borough Local Plan, as altered (October 2005) and Paragraph 118 of the NPPF.


18. No development shall take place until a Construction Exclusion Zone has been formed around the Root Protection Areas of those trees and hedgerows along the whole of the southern and western site boundaries. The Construction Exclusion Zone shall be provided in the form of protective fencing of a height and design which accords with the requirements BS 5837: 2012 and shall be installed to prevent access to the Root Protection Area of these features. The Construction Exclusion Zone shall be maintained in the duly installed positions during the entirety of the construction period insofar as it relates to these areas of the site.

Reason: To ensure that adequate measures are put in place to protect existing trees and hedgerows which are to be retained as part of the development before any construction works commence in accordance with the requirements of Fylde Borough Local Plan policies EP12 and EP14.

19. Unless alternative details have first been submitted to and approved in writing by the Local Planning Authority, the landscaping scheme for the site shown on drawings approved in condition 2 of this permission shall be carried out during the first planting after the development is substantially completed and the areas which are landscaped shall be maintained as landscaped areas thereafter in accordance with the details shown on the approved plan. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure appropriate landscaping of the site in the interests of visual amenity, to enhance the character of the street scene and to provide biodiversity enhancements in accordance with the requirements of Fylde Borough Local Plan policies HL2, EP14 and EP9, and the National Planning Policy Framework.



|                                       |  |  |   |
|---------------------------------------|--|--|---|
| Development Services<br>Fylde Council |  | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |   |
| Application No.<br>5/16/0156          | Address<br>Rear of 54 Bryning Lane, Wrea Green | Grid Ref.<br>E.3397 : N.4308   | Scale<br>0 10 20 30 40 m<br> |

**Item Number:** 2

**Committee Date:** 07 December 2016

|                               |  |                             |                              |
|-------------------------------|--|-----------------------------|------------------------------|
| <b>Application Reference:</b> | 16/0413  | <b>Type of Application:</b> | Full Planning Permission     |
| <b>Applicant:</b>             | Windmill Homes   | <b>Agent :</b>              | Thomas Associates Architects |
| <b>Location:</b>              | ASHTONS NURSERY GARDENS, MYTHOP ROAD, LYTHAM ST ANNES, FY8 4JP   |                             |                              |
| <b>Proposal:</b>              | RESIDENTIAL DEVELOPMENT CONSISTING OF 12 DWELLINGS WITH ASSOCIATED GARAGES FOLLOWING THE DEMOLITION OF THE EXISTING GARDEN CENTRE AND ASSOCIATED BUILDINGS |                             |                              |
| <b>Parish:</b>                | ST JOHNS   | <b>Area Team:</b>           | Area Team 1                  |
| <b>Weeks on Hand:</b>         | 24   | <b>Case Officer:</b>        | Alan Pinder                  |
| <b>Reason for Delay:</b>      | Design Improvements  |                             |                              |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7423604,-2.9504656,573m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

#### **Summary of Officer Recommendation**

The proposal involves the redevelopment of a now vacant site on Mythop Road in Lytham that was formerly in use as a garden centre for the erection of 12 residential dwellings.

The site is located within the settlement where development is supported and is previously developed land that has residential properties on one side, Lytham YMCA directly opposite, and allotments to the remaining two sides. The principle of housing on the site has previously been established by an outline planning permission (ref. 07/1264) that was granted on 26 November 2013 and which at the time of writing remained extant. The design, scale, access and layout arrangements proposed by this application are considered acceptable. Accordingly the proposal is considered to be in compliance with the relevant policies of the Fylde Borough Local Plan and the guidance in the NPPF, and it is recommended that Committee support the development and grant planning permission subject to a s106 agreement to secure appropriate infrastructure works.

#### **Reason for Reporting to Committee**

The proposal involves major development, and as officers are in support of the proposal it must be determined at Committee.

#### **Site Description and Location**

The application site is a Garden Centre with associated buildings and car parking on the south side of Mythop Road, within the settlement of Lytham. The site is generally rectangular, with a 70 metre frontage onto Mythop Road and a depth of 38 metres, and a small 'dog leg' area of land in the south east corner that runs along the rear of No's 2 to 6 Whitecoats Drive. The site is approximately 0.39

hectares in area. Adjoining the site to the south and the west are allotments, to the east are the rear gardens of houses on Whitecoats Drive, and directly on the opposite side of Mythop Road is Lytham YMCA sports ground.

### **Details of Proposal**

This application seeks full planning permission for the demolition of the existing garden centre buildings and the construction of 12 dwellings. These would comprise of 3 x four bedroomed detached dwellings (with integral garages), 4 x four bedroomed town houses (with integral garages), and a terrace of 5 x four bedroomed town houses (with integral garages). All dwellings would be three storeys high. The three detached dwellings would be arranged to form a small courtyard area, accessed from a new access formed from Mythop Road, and the remaining houses would be accessed individually from Mythop Road via driveways and dropped kerbs. The scheme under consideration is a revision to the initial proposal for 13 dwellings.

### **Relevant Planning History (Nursery History removed for clarity)**

| <b>Application No.</b> | <b>Development</b>   | <b>Decision</b> | <b>Date</b> |
|------------------------|--|-----------------|-------------|
| 07/1264                | OUTLINE APPLICATION - DEMOLITION OF EXISTING GARDEN CENTRE & REDEVELOPMENT FOR RESIDENTIAL PURPOSES                | Granted         | 26/11/2013  |
| 79/1159                | OUTLINE: ONE PAIR SEMI DETACHED DWELLINGS.   | Granted         | 09/01/1980  |
| 81/0698                | OUTLINE: DEMOLISH EXISTING BUILDINGS AND ERECTION OF SHOP PREMISES, STORE AND GLASSHOUSES AND 6'0" PALISADE FENCE. | Granted         | 09/12/1981  |
| 81/0866                | EGRESS OPENING TO MYTHOP ROAD.   | Granted         | 09/12/1981  |
| 79/0861                | OUTLINE DETACHED DWELLING  | Granted         | 17/10/1979  |

### **Relevant Planning Appeals History**

None

### **Parish/Town Council Observations**

N/A

### **Statutory Consultees and Observations of Other Interested Parties**

#### **Lancashire County Council - Highway Authority**

They have provided comments which state:

*"There are no highway objections to the principle of the development.*

*The developer has submitted a Transport Statement (TS) in support of this application.*

*Mythop Road has a good road safety record with only 1 injury accident in the vicinity of the development site within the last 5 years. The level of traffic generated by the development is unlikely to have a material impact of the good road safety record.*

*The development site is reasonable well service by public transport with services to Preston and Blackpool, with bus stops within 150m of the site. These bus stops do not*

*provide raised boarding areas, which we expect to be provided to improve accessibility at these stops for a wider range of users.*

*I am satisfied that the proposed access arrangements are satisfactory as is the layout of the development and the parking arrangements.*

*In order to make the development acceptable in highway terms the developer shall construct a 2m wide footway along Mythop Road for the full frontage of the site and upgrade the nearest eastbound and westbound bus stops with a raised boarding area and associated road markings / signs."*

They also suggest a series of standard conditions to be imposed in the event that planning permission is granted which relate to the provision of visibility splays, surfacing of access points, etc.

#### **United Utilities - Water**

No objections subject to implementation of the submitted approved drainage strategy report.

#### **Environment Agency**

Comment as follows:

*"We have reviewed the revised FRA in relation to part b) of the Exception Test as set out in paragraph 102 of the NPPF, i.e. can the site be developed safely. It is for the local planning authority to determine whether or not the site satisfies the Sequential Test (paragraph 101 of the NPPF) and part a) of the Exception Test. We are satisfied that the proposed development would be safe and that it would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere, provided that any subsequent development proceeds in accordance with the recommendations of the FRA. We therefore withdraw our objection to the proposed development subject to the inclusion of the following condition on any subsequent planning approval:*

*The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (Ref: w1554-160822-FRA, dated August 2016) and the following mitigation measures detailed within the FRA:*

*1. Finished floor levels are set no lower than 3.85m above Ordnance Datum (AOD).*

*2. The proposed mitigation measures as stated in Section 9.3 of the FRA are implemented.*

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

#### **Lancashire CC Flood Risk Management Team**

Raise no objections to the proposal subject to a condition that requires the development to be undertaken in accordance with the submitted FRA and the mitigation measures contained within it. They also suggest a series of standard conditions to ensure that the development is appropriately drained and that the drainage arrangements are



maintained.

### **Strategic Housing**

This is a brown field site in a central location and we would request affordable housing is provided on the site under the normal arrangements of 30%. Lytham is an area with limited new supply of affordable housing. Tenure and property size are to be agreed following further discussions with the developers / planning authority.

### **Electricity North West**

They highlight the proximity of the development to their operational land and assets and so they refer to the need for this to be considered as the development is implemented for safety and supply protection reasons.

This information has been made available to the applicant.

### **Neighbour Observations**

|                                |  |
|--------------------------------|--|
| <b>Neighbours notified:</b>    | 27 June 2016   |
| <b>Amended plans notified:</b> | 14 July 2016   |
| <b>Site Notice Date:</b>       | 27 June 2016   |
| <b>Press Notice Date:</b>      | 23 June 2016   |
| <b>Number of Responses</b>     | Seven  |
| <b>Summary of Comments</b>     | <p>f. The construction will likely require piling of the ground which has the potential to damage surrounding neighbouring properties</p> <ul style="list-style-type: none"><li>• The development would exacerbate the existing flooding of the area</li><li>• The resulting increase in traffic would be detrimental to highway safety</li><li>• There would be overlooking and loss of privacy to No.4 Whitecoats Drive</li><li>• Three storey dwellings are out of keeping with the area</li><li>• One proposed dwelling would be a metre off the rear boundary fence of No.2 Whitecoats Drive and hence appear overbearing and cause overshadowing of the garden</li><li>• There is a desperate need for affordable houses in the area and none of these appear to be affordable</li><li>• The existing infrastructure (i.e. education, health, and transportation) cannot support any further housing in the area</li></ul> |

### **Relevant Planning Policy**

#### **Fylde Local Plan to 2032:**

|             |  |
|-------------|--|
| Policy SP1: | Development within Settlements                 |
| Policy FL2  | Development Control Criteria for New Proposals |
| Policy HL6  | Design of Residential Estates                  |

#### **Fylde Local Plan to 2032:**

|             |                                      |
|-------------|--------------------------------------|
| Policy GD1: | Settlement Boundaries                |
| Policy GD7  | Achieving Good Design in Development |

|           |  |
|-----------|--|
| Policy H2 | Density & Mix of New Residential Development |
| Policy H4 | Affordable Housing                           |

**Other Relevant Policy:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

**Site Constraints**

**Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

**Comment and Analysis**

Principle of residential development

The site is located within an urban area of the settlement of Lytham within a convenient reach of shops, schools, play areas and other services and so is in a sustainable location. It is also adjacent to existing residential development. Whilst the site is currently in a nursery / horticultural use, it is not protected for that use and the redevelopment of the site for a residential use is acceptable in principle. This is also confirmed by the extant outline permission on the site.

Design and Layout

The density and layout is in keeping with existing neighbouring residential development along Mythop Road. The design and scale of the dwellings in the surrounding area is wholly two storey. The proposed dwellings are mainly at 3 storey with some elements at 2 storey, and have a particularly vertical emphasis in their proportions and glazing arrangements. Whilst this is a contrast to their neighbours, the site is slightly separated from those neighbouring dwellings and so provides an opportunity to take a more modern design approach to the site.

Notwithstanding this design approach, plots 11 and 12 are reduced to a more typical two storey height to provide a visual transition to the existing 2 storey dwellings immediately adjacent to the east of the site. The predominant material to be used in the development is red brick which accords with the wider area. Overall the design of the dwellings is considered to be of a quality and scale that is appropriate for the area within which the site is located.

Impact on residential amenity

The nature of the surrounding land uses is such that the only dwellings potentially affected by the proposal are located on Whitecoats Drive and whose rear gardens back onto the application site. The occupiers of No's 2 and 4 Whitecoats Drive have raised concerns regarding overlooking and overshadowing from plot 12 of the proposed scheme. However since these concerns were initially raised the proposed site layout has been revised with the dwelling now proposed for plot 12 moved further forward towards Mythop Road. As a consequence the relative positions between the proposed and existing dwellings is such that overlooking and overshadowing are, in this officer's opinion, no longer considered to be a concern.

Highways, access and parking

At present the Nursery use has two access points to Mythop Road: one for customer use to the west

of the frontage and one for trade use to the immediate east, with both of these set back into the site across a wide verge. The proposal is to revise this to narrow the highway verge (and so increase the size of the site) with 8 of the properties served off private driveways and the other 4 from a small cul-de-sac arrangement.

It is understood that the verge is wide in this location due to the presence of electricity equipment within it, and this is to be relocated at the developer's expense. Having done that there is no need for the wide verge and so the proposed loss of this area to the site is acceptable. It does not have any adverse impact on the available visibility which is good in this location due to the straightness of Mythop Road. LCC Highways have raised no objections to the scheme and indicate there are no major concerns and as such it is considered to accord with the requirements of Policy HL2 for a safe access to the highway.

Parking is provided within the curtilage of each property for at least 2 cars and so is also considered to be acceptable.

LCC have requested that the developer provides funding for the upgrade of the two nearest stops on Mythop Road to Quality Bus Standard. This is a reasonable and proportionate request and will improve the attractiveness of this form of transport to the occupiers of the dwellings. As such a condition is proposed to secure these works along with their maintenance.

#### Flood risk and drainage

The application site is located within a flood zone 3 area. Neighbour objections to the development raise the concern that residential development of this land would only exacerbate existing flood issues. A Flood Risk Assessment (FRA) has been submitted with the application. The Environment Agency and the Lancashire County Council Flood Risk Management Team have been consulted on the proposed scheme and the FRA, and both are satisfied that the proposed development would be safe and would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere, provided that any subsequent development proceeds in accordance with the recommendations of the FRA. United Utilities have been consulted on the submitted Drainage Strategy and are satisfied with the proposals to restrict surface water flows to 10 litres per second and to connect to the existing combined sewer in Mythop Road.

As such there is a lack of objection to the development from all the respective drainage consultees. However, the positioning of residential development in Flood Zone 3 requires that the council considers the Sequential Test which has been introduced in recent years as part of the government's drive to steer new development to areas with the lowest probability of flooding. This requires that the potential to site the development elsewhere in the vicinity where it would be at a less a risk of flooding is examined. In this case the developer's FRA states (at para 2.3) that *"The site is brownfield and is currently derelict. It is considered that the need for residential development in this area outweighs the flood risk. There are no readily available brownfield sites in the area that are at lower flood risk"*.

This is a simplistic assessment of the availability of sequentially preferable sites and does not provide any details of the sites that are likely to be available in the area. However, the site is one that has had an outline planning permission that expires as this agenda is published and so could have been implemented during the time that this application has been under consideration. This represented a fall-back position. It is also the case that the relevant drainage consultees have no issues with the development of the site irrespective of its Flood Zone. As such it is considered that the proposal is not in conflict with this NPPF requirement.

#### Public open space and section 106 contributions

The proposal is such that policy TREC17 of the Fylde Borough Local Plan and policy ENV4 of the emerging local plan require the provision of public open space (POS). The nature of the site is such that the provision of on-site POS is not considered to be appropriate hence a financial contribution towards the maintenance and improvement of nearby POS is considered to be appropriate. There are two POS areas within easy walking distance of the site; these being Green Drive and Park View Avenue. The level of contribution sought from such developments in these circumstances has been around £500 per plot but remains the subject of discussion with the developer as a suitable project for the investment of this sum is identified. This payment would ensure compliance with policy and would be secured as part of a s106 agreement.

#### Affordable housing

The proposed 12 dwellings exceeds the threshold of 10 dwellings set in policy H4 of the emerging Fylde Local Plan to 2032 over which a proposal should include provision for 30% on site affordable housing. This has been raised with the applicant who has proposed that any affordable housing requirement is met by way of an off-site contribution. This is considered to be an appropriate way forward given the scale of the properties proposed, and discussions over the nature and location of this off-site affordable housing are on-going with the applicant, but would be expected to meet the 30% policy requirement from this development. As these discussions are on-going and would need to be secured by a s106 agreement it is requested that Members delegate the authority to conclude these discussions and then issue any planning permission to officers.

#### Conclusions

The proposal involves the redevelopment of a now vacant site in Lytham that was formerly in use as a garden centre. The site is located within the settlement where development is supported and is previously developed land that has residential properties on one side, Lytham YMCA directly opposite, and allotments to the remaining two sides. The principle of housing is acceptable and the design, scale, access and layout arrangements proposed are considered acceptable. Accordingly the proposal is considered to be in compliance with the relevant policies of the Fylde Borough Local Plan and the guidance in the NPPF, and is recommended for approval.

#### Recommendation

That the authority to GRANT Planning Permission be delegated to the Head of Planning and Regeneration subject to the following conditions (or any variation to them that are considered necessary by the Head of Planning and Regeneration in the light of considerations that arise between the Committee date and the issuing of a planning permission), and the satisfactory completion of a s106 agreement to secure:

- Provision of a scheme to deliver a fair and proportionate contribution towards affordable housing provision in the borough through the delivery of an appropriate off site scheme of affordable housing by the applicant
  - A proportionate and viable financial contribution towards securing off site public open space, or the improvement of existing space, in the vicinity of the site.
1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

2. This consent relates to the following details:

Approved plans:

- Location Plan - Dwg no. 2593/01
- Site Plan - Dwg no. 2593/03E
- Roof Plan - Dwg no. 2593/11E
- Site Survey - Dwg no. 2593/02E
- Site Levels - Dwg no. 2593/04E
- Floor Plans & Elevations (1) - Dwg no. 2593/05E
- Floor Plans & Elevations (2) - Dwg no. 2593/06
- Floor Plans & Elevations (3) - Dwg no. 2593/07E
- Floor Plans & Elevations (4) - Dwg no. 2593/08E
- Floor Plans & Elevations (5) - Dwg no. 2593/09E
- Floor Plans & Elevations (1) - Dwg no. 2593/12E
- Site Sections - Dwg no. 2593/10E

Supporting Reports:

- Design and Access Statement produced by Thomas Associates Architects
- Flood Risk Assessment produced by Waterco Consultants, dated November 2016 and referenced w1554-161107-FRA
- Transport Statement produced by SCP Transport Planning, dated March 2016 and referenced GW/14083/TS/1
- Drainage Strategy Report produced by Hamilton Technical Services - Issue 1, dated 05 March 2016

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

3. Prior to the commencement of any development hereby approved a schedule of all materials to be used on the external walls and roofs of the approved dwellings shall be submitted to and approved in writing by the Local Planning Authority. This specification shall include the size, colour and texture of the materials and shall be supported with samples of the materials where appropriate. Once this specification has been agreed it shall be utilised in the construction of the dwellings and only varied with the prior written consent of the Local Planning Authority.

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

4. Prior to the commencement of any development hereby approved a schedule of all hard surfacing materials to be used on the access roads, driveways, paths and any other hard surfaced areas within the development shall be submitted to and approved in writing by the Local Planning Authority. This specification shall include the size, colour and texture of the materials and shall be supported with samples of the materials where appropriate. Once this specification has been agreed it shall be utilised in the construction of the dwellings and only varied with the prior written consent of the Local Planning Authority.

Such details are not shown on the application and to secure a satisfactory standard of development

5. Prior to the commencement of any development hereby approved, a schedule of all boundary treatments around the site perimeter, between individual neighbouring plots and between plots

and the internal roadway shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in full accordance with this approved schedule of boundaries.

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

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

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

7. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Classes A, B, C, D, E & F of the Town and Country Planning General Permitted Development Order 2015 [or any Order revoking or re-enacting that Order], no further development of the dwelling[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

- |     |                             |
|-----|-----------------------------|
| A   | House Extensions.           |
| B&C | Roof Extensions/alterations |
| D   | Porches                     |
| E   | Curtilage buildings         |
| F   | Hardstanding                |
| G   | Flues and Chimneys          |
| H   | Satellite antenna]          |

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

8. Notwithstanding the provision of Classes A & B of Part 2 to Schedule 2 in Article 3 of the Town and Country Planning General Permitted Development Order 2015 [or any Order revoking or re-enacting that Order], no further development of the dwelling[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

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

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

9. Prior to any on site construction a Construction Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Plan is to include method and details of construction; including vehicle routing to the site, construction traffic parking and any temporary traffic management measures, times of construction, access and deliveries. Such a Construction Plan is to be implemented and adhered to during the construction of the development.

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

10. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Ref: w1554-160822-FRA), Waterco Ltd, August 2016 and the following mitigation measures detailed within the FRA:
- a) Limiting the surface water run-off generated by the critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
  - b) Demonstration within the FRA that the improvement/protection and maintenance of existing flood defences will be provided.
  - c) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
  - d) Confirmation of the opening up of any culverts across the site.
  - e) Finished floor levels are set no lower than 3.85 m above Ordnance Datum (AOD).
  - f) The proposed mitigation measures as stated in Section 9.3 of the FRA are implemented.

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

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, and reduce the risk of flooding to the proposed development and future occupants.

11. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum:
- a) Limiting the surface water run-off generated so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
  - b) A timetable for implementation, including phasing as applicable;
  - c) Details of water quality controls, where applicable.

Reason: To ensure that the proposed development can be adequately drained, and to ensure that there is no flood risk on or off the site resulting from the proposed development

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

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

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

Reason: To ensure that the proposed development can be adequately drained, and to ensure that there is no flood risk on or off the site resulting from the proposed development for the lifetime of the development

13.

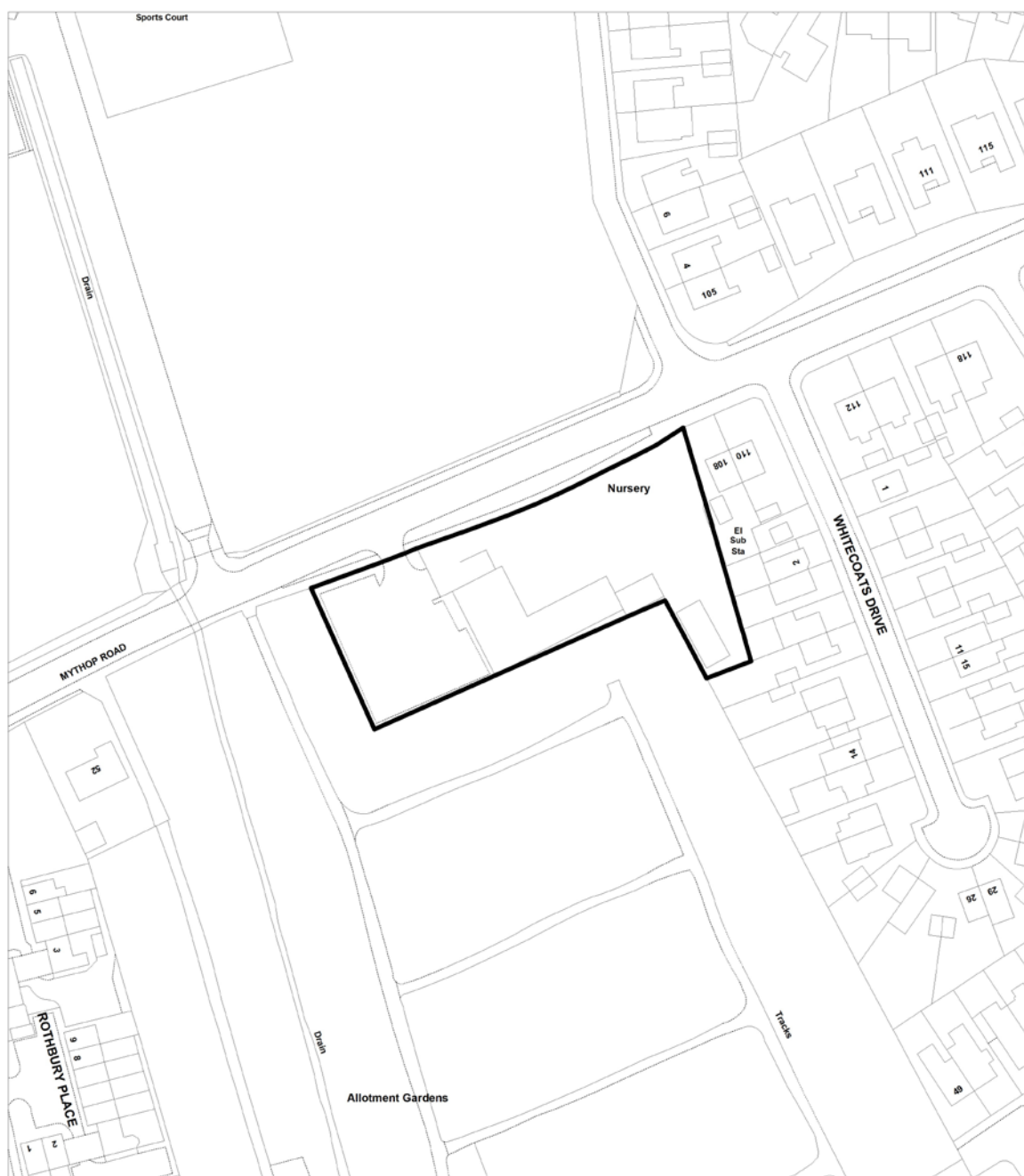
No part of the development hereby approved shall commence until a detailed scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority. This scheme shall confirm the details of the following works including their phasing

- a. provision of visibility splays at the access road serving plots 1 – 4 of 2.4m x 55m in both directions
- details for the formation of the driveways and dropped crossing points to serve the other properties hereby approved
- details for the realignment of the footway and verge, including the closing up of the existing access points
- the provision of a detailed scheme for the upgrading of the two bus stops closest to the site on either side of Mythop Road to Quality Bus Stop standard (including arrangements for the on-going maintenance of these shelters)

The scheme shall be implemented in accordance with this agreed phasing.

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



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**Item Number:** 3

**Committee Date:** 07 December 2016

|                               |  |                             |                             |
|-------------------------------|--|-----------------------------|-----------------------------|
| <b>Application Reference:</b> | 16/0554  | <b>Type of Application:</b> | Outline Planning Permission |
| <b>Applicant:</b>             | Hollins Strategic Land LLP   | <b>Agent :</b>              |                             |
| <b>Location:</b>              | LAND WEST OF WOODLANDS CLOSE, NEWTON WITH CLIFTON  |                             |                             |
| <b>Proposal:</b>              | OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF UP TO 50 DWELLINGS (ACCESS APPLIED FOR WITH ALL OTHER MATTERS RESERVED) |                             |                             |
| <b>Parish:</b>                | NEWTON WITH TREALES  | <b>Area Team:</b>           | Area Team 2                 |
| <b>Weeks on Hand:</b>         | 19   | <b>Case Officer:</b>        | Rob Buffham                 |
| <b>Reason for Delay:</b>      | Need to report to Committee  |                             |                             |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7733238,-2.8445058,572m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Approve Subj 106

**Summary of Officer Recommendation**

The proposal for consideration by Members is an outline application for up to 50 dwellings, seeking matters relating to access only, on land west of Woodlands Close, Newton. The site is allocated as a Countryside Area in the adopted Fylde Borough Council Local Plan and within an Area of Separation as designated by the Publication Version of the Fylde Local Plan 2032.

The development falls outside the settlement boundary of Newton, representing encroachment into the countryside and is therefore contrary to Policy SP2 which acts to restrict residential development within such areas. Notwithstanding this, the Council cannot demonstrate a five year supply of housing land and Policy SP2 is in conflict with the NPPF. Consequently Policy SP2 is out of date and the principle of residential development cannot be resisted on this basis.

The Publication Version of the Fylde Council Local Plan 2032 (PV) is yet to be examined in public. Objection has been received to the PV designation of the application site within an Area of Separation, requesting inclusion as a housing allocation, residents have also raised concern to new housing within Newton. Since the PV has unresolved objections with specific reference to housing provision, relevant policies can only have very limited weight in the decision making process and should not be relied upon to either restrict or support housing development in Newton. Notwithstanding this, it is considered that the proposal would not result in the coalescence of Newton with Kirkham.

The proposed development, would result in an expansion of the village of approximately 8% (25% when combined with proposed housing allocations) in a location which relates well to the existing built-up edge of Newton and existing shops, services, and public transport facilities. Accordingly, the scheme is considered sustainable and would not result in the introduction of isolated homes in the countryside. Nor would it have any significant adverse

effects on landscape character and appropriate mitigation can be introduced as part of the scheme in order to minimise impact. The development could result in the loss of a small proportion of the Borough's best and most versatile agricultural land, though this is not considered sufficient to warrant refusal of the proposal and there are no other landscape designations to restrict its development for housing.

Numerous appeals have demonstrated that the principle of housing development cannot be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result. Whilst the development would result in encroachment into the countryside, it would make a valuable contribution to the delivery of private and affordable new housing in the Borough in the absence of a five year supply, as well as providing 30% affordable homes on the site. Therefore, on balance, it is considered that the benefits arising as a result of the development would outweigh the limited harm which has been identified in visual and landscape terms and, accordingly, that the principle of development is acceptable.

The development provides for satisfactory access to the site and the development would not have a severe impact on the safe and efficient operation of the surrounding highway network. The scheme would result in an acceptable relationship with surrounding uses and appropriate mitigation can be provided to ensure that the development would have no adverse impacts in terms of ecology, flooding and drainage. The proposal would not affect the significance of any heritage assets in the locality and appropriate contributions would be secured to make the development acceptable in planning terms. The proposed development is therefore in accordance with the requirements of the relevant policies of the National Planning Policy Framework and the Fylde Borough Local Plan.

The officer recommendation is that members support the application and delegate the authority to grant planning permission to officers subject to a legal agreement to secure affordable housing and other contributions.

### **Reason for Reporting to Committee**

The application is a major development which is recommended for approval by Officers. In accordance with the Councils adopted Scheme of Delegation the application must therefore be referred to the Development Management Committee for determination. It is also the subject of objections from the Parish Council.

### **Site Description and Location**

The application site is located adjacent to the western boundary of Newton, being bound by Blackpool Road to the north, housing to the east on High Gate, Woodlands Close and Avenham Place, and farm holdings to the south and west. The site is approximately 2.81 hectares in size and is a long, narrow area which stretches in a southerly direction from Blackpool Road, comprising of a relatively flat, grassed parcel of land with centrally located pond adjacent to Woodlands Close. Trees, hedgerow and residential fencing define the current site boundaries.

### **Details of Proposal**

Outline planning consent is sought for up to 50 dwellings on the site, seeking approval of vehicular access arrangements only. Detail relating to appearance, landscaping, layout and scale are to be

assessed through subsequent reserved matter application(s).

The submission indicates that the sole vehicular access to the development will be by provision of a new entrance off the existing cul de sac of Woodlands Close. This proposed arrangement will include continuation of the exiting footpath network on Woodlands Close into the development.

Revision has been received to the indicative layout originally submitted. Housing will now generally be outward facing with the frontage of dwellings, or dual aspect properties opposing countryside boundaries whilst maintaining a back to back relationship with existing dwellings. A central strip of public open space provides for a landscaped entrance to the site, whilst providing a wildlife corridor linkage to the pond and countryside beyond, and open aspect to existing dwellings on Woodlands Close. A landscape buffer is also proposed to the north of the site bounding with the A583. The Planning Statement refers to scale of buildings ranging between 4.5m to 12m, equivalent of 3 storey housing with an estimated density of 18 dwellings per hectare (DPH). Existing boundary hedgerow and trees to the countryside edge are to be retained and enhanced by additional planting.

#### **Relevant Planning History**

None

#### **Relevant Planning Appeals History**

None

#### **Parish/Town Council Observations**

Newton with Clifton Parish Council notified on 02 August 2016 and comment:

The Council **OBJECT** to the proposal and recommend that the application be refused for the following reasons:

- a) *"The proposed development does not conform to the Local Planning Authority's (LPA) Local Plan revised Preferred Option/emerging Local Plan to 2032 in that it is contrary to several planning policies relating to agricultural land protection, housing, rural areas and sustainable development e.g. Policies SP1/GD1 which only permits development within defined limits and SP2/GD4 relating to development in Countryside Areas which recognises safeguarding the countryside for its own sake is consistent with sustainable development and PPS3 relating to previously developed "Brownfield" sites to be used before "Greenfield" and, consequently, agricultural land and NPPF paragraph 7,17. The proposed development will impact on the openness of the land and its biological value means that the application fails to contribute to the 'Environmental' sustainability, as detailed at Paragraphs 7, 17 of the NPPF.*
- b) *Council determined that the submitted transport statement provides insufficient information to determine whether the likelihood of significant adverse highway safety effects can be ruled out. The proposed road access/egress to/from the proposed development is Woodlands Close, Newton-with-Scales. Council therefore considers it reasonable to conclude that the increased traffic generation and related new access/egress is detrimental to highway safety specifically in the Woodlands Close/Bryning Lane locality and the A583 Kirkham Bypass.*
- c) *The proposed development fails to demonstrate satisfactory access/egress with no adverse impact on the safe and efficient operation of the highway network as required to comply with Policy HL2/GD7 Point i and paragraph 32 of NPPF.*
- d) *Drainage is a key issue highlighted in Policy HL2/GD7. It is considered that the proposed*

*development does not therefore fully address the capacity issues related to the sewer network. The proposed development if granted planning permission will have an adverse impact on the sustainability of existing infrastructure.*

- e) The NPPF confirms that decisions on future strategic land use in the Borough, including any changes to the limits of development in the adopted Fylde Local Plan, should be plan-led via the Local Plan process.*
- f) The site is not now needed to fulfil the LPA's achievable and realistic housing supply. Alternative sites include the Kirkham Triangle and Whyndyke Farm schemes.*
- g) Policy SP2/GD4 presumes against development in the open countryside and limits such development to certain categories including for the purposes of agriculture, horticulture, forestry or other appropriate uses in rural areas. The proposal does not fall within these exceptions.*
- h) The development as proposed fails to meet the objectives of Policies EP10/ENV2 and EP11/ENV1 with regard to the distinct landscape character of the Borough in the context of the Lancashire Landscape Strategy.*
- i) The development as proposed is considered detrimental to the visual amenity and landscape of the area and therefore conflicts with NPPF paragraph 17.*
- j) The proposed development is to the detriment of the biodiversity, ecology and wildlife in the area.*
- k) Concerns prevail with regard to amenities, infrastructure and services and specifically concerns exist in respect of road network capacity, medical facilities, schools and utilities in the parish and the surrounding area which are considered insufficient to accommodate the cumulative expansion in conflict with NPPF paragraphs 17, 21, 157, 162 and 177.*
- l) Decisions on allocation and release of new development sites must be done through the new Spatial Planning Process defined by PPS12, include public consultation, independent inspection and until a Fylde Borough Council Local Development Scheme Core Strategy is adopted together with its Strategic Locations for Development and its emerging Local Plan to 2032 this application must be considered premature.*
- m) The Publication Version of the emerging Local Plan designates the planning application site as part of an 'Area of Separation' i.e. a narrow strip of land between Kirkham and Newton-with-Scales. Proposed development within an Area of Separation is considered premature and the scale of the application is such that it will undermine the emerging Local Plan to 2032. The planning application site is on land which is outside the settlement boundary for Newton-with-Scales under the Fylde Borough Local Plan (as altered October 2005) and is also to be maintained in this part of the settlement under the emerging Local Plan to 2032. Due to its advanced stage towards adoption the document should be a material consideration in the determination of this major planning application.*
- n) The development site should be assessed against The Site Allocations and Development Management Policies criteria. Policy M2, in the Development Plan Document which defines areas within the plan for mineral safeguarding. The Policy states that planning permission will not be supported for any form of development unless the proposal is assessed against six criteria listed in the Policy to the satisfaction of the planning authority. It is considered that the application does not adequately demonstrate such an assessment.*
- o) Attached is a copy representation submitted by a planning consultant engaged by residents of Woodlands Close the content of which is wholly endorsed by the parish council.*
- p) The proposed development, if permitted, will further increase the number of dwellings, extend the settlement boundary, adversely impact on the countryside to an unacceptable degree and therefore is contrary to the local parish plan. Verification from the plan process shows that the location of the parish of Newton-with-Clifton in open countryside is strongly valued by the local community and the perception prevails that there has been too much development in the recent past to the detriment of parish amenity, character and tranquillity."*

## **Statutory Consultees and Observations of Other Interested Parties**

### **National Grid**

National Grid does have a major accident hazard pipeline in the vicinity, (Lostock Hall-Kirkham),

The (Building Proximity Distance for the Lostock Hall-Kirkham Pipeline is 14.5 metres. and it does not appear the proposed works will directly affect the above pipeline.

### **HM Inspector of Health & Safety**

The application site clips the easement for which advice should be sought from the Health and Safety Executive. Importantly the revised scheme has introduced a development free buffer adjacent to Blackpool Road, resulting in dwellings sited outside of the easement. On this basis consultation with the HSE is not considered necessary.

### **United Utilities - Water**

No objection to the proposal subject to conditions requiring implementation of drainage for the development in accordance with the Flood Risk Assessment, no surface water to be permitted to drain directly or indirectly into the public sewer, any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority, and, submission and approval of a scheme for the management and maintenance of sustainable urban drainage systems.

### **Strategic Housing**

No objection to the proposal, subject to the provision of 30% affordable housing within the development. There is currently minimal supply of affordable housing units within Newton and Clifton.

### **Greater Manchester Ecology Unit**

No objection subject to condition requiring:

- a construction environmental improvement plan.
- no removal or works to any hedgerows trees or shrubs during the bird nesting season.
- lighting scheme relative to the pond and safeguarding habitat for foraging bats.
- measures to reduce the risk to amphibians in the design of the development and biodiversity enhancement for bats, the pond and landscaping.

The survey has been undertaken by an experienced ecological consultancy whose work is known to the Ecology Unit. Overall the survey found the site to support agriculturally improved grassland but with a number of features of ecological value including a pond and a number of hedges. The site also lies in close proximity to two other ponds and is part of a much wider network of ponds in the surrounding area. While it is proposed to keep the pond and enhance it, which is welcome, the illustrative layout is not ideal. There are no direct habitat corridors between the on-site pond and those offsite. A better design would be swap the location of the Public Open Space and the houses on the western side of the pond. The ecology report makes a number of recommendations for the retention and protection of ecological features and species on site. These include protection of hedgerows, trees and scrub (paragraph 5.3.1), construction lighting (5.4.2), protection of the pond (5.3.3) and protection of amphibians (Appendix 2).

In addition as the habitats on site could be used by nesting birds.

The ecology survey makes recommendations on the lighting design of the development

(5.4.3) particularly in relation to the pond and for foraging bats.

The survey also makes recommendations for the measures to reduce the risk to amphibians in the design of the development (5.6.6-5.6.7) together with measures for biodiversity enhancement for bats (5.4.7-5.4.8), birds (5.5.4- 5.5.5), the pond (5.6.3-5.6.4) and landscape planting (5.7).

#### **Lancashire CC Flood Risk Management Team**

No objection to the proposal, subject to conditions requiring surface water drainage scheme as part of the reserved matters submission, and surface water lifetime management and maintenance plan.

#### **Lancashire County Council - Highway Authority**

“Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems have been considered and areas of concern that potentially could cause problems for the public, cyclists, public transport, motorists and other vehicles in and around the area have been identified.

The developer has submitted a Transport Statement (TS) in support of this development. Whilst there are some issues with the contents of the TS it is not considered necessary to require the developer to produce any further analysis as these will be addressed in this response.

Given the scale of the development it is considered acceptable for the developer to submit a Transport Statement (TS) rather than a Transport Assessment (TA). The TS covers the basic elements of what is necessary to assess the traffic and transportation impact of the development on the highway network.

#### Trip Rates.

The trip rates produced in the TS are based on edge of town surveys in the TRICS database and as such are not considered to be truly representative. The trip rates for more rural / village locations is likely to produce slightly higher trip rates but not to the extent that the overall number of vehicles in the peak hours would rise by more than 1 or 2 vehicles. For the purposes of analysing this development the traffic forecast produced by the developer is consider reasonable.

#### Trip Distribution / Traffic Growth / Highway Capacity.

Analysis of these is generally only considered necessary in a TA or when it is know that there are existing junction or highway capacity issues. Whilst it has been observed that queuing occurs on Bryning Lane (southerly arm) it tends to clear each cycle and is a result of the old traffic controllers at this location. The development will add 20 -22 vehicles to Bryning Lane in the AM peak. This is unlikely to put more than 2 or 3 vehicles into the queue on Bryning Lane in any traffic signal cycle time (time taken for signals to go through all their phases). Upgrading the controller would help resolve any existing issues by making the signals run more efficiently.

The developer makes reference to the Preston Western Distributor Road (PWDR) in connectivity terms but does not refer to its impact in highway capacity terms. It is predicted that the PWDR will reduce traffic levels on the A583 once constructed, however, even without the PWDR the traffic signals at the junction of the A583 with

Bryning Lane are unlikely to be at or near capacity in the peak hours in the short term future (regarded as 5 years post completion of the development proposal).

For the purposes of analysing this development Trip Distribution, Traffic Growth and Highway Capacity analysis are not considered necessary.

#### Road Safety.

The developer has undertaken a 3 year accident analysis in the vicinity of the development site and identified 3 injury accidents all of which resulted in slight injuries at or near the traffic signalised junction of the A583 and Bryning Lane.

LCC expects developers to produce an analysis that covers 5 years. The most recent 5 collision data covers the period 1 January 2011 to 31 July 2016 and shows 6 injury accidents on the A583 at or within 60m of the traffic signals with a 7th injury accident within 220m. Only 2 of the 7 accidents resulted in severe injuries. All collisions involved 2 or more vehicles. None involved pedestrians or cyclists. The extended accident review does not highlight any other accidents than those on the A583. Whilst any accident is regrettable the accident rate is not untypical for a road with the level of traffic that the A583 carries. Further, upgrading the traffic signs is likely to go some way to addressing highway concerns here.

#### Accessibility.

The National Planning Policy Framework (NPPF) paragraph 17 emphasises a need to *"make the fullest possible use of public transport, walking and cycling"* while paragraph 35 emphasises a need to give priority to the creation of safe & secure layouts which minimise conflict between traffic, cyclists and pedestrian in essence actively managing patterns of growth".

The developer claims an accessibility rating of 27 (using LCC's residential accessibility questionnaire. This score is disputed as distances should be measured from the centre of the development site and train frequency is zero when the distance to the station exceeds 1km. LCC consider the accessibility score to be 20.

The Indicative Layout Plan Rev O1 shows a pedestrian / cycle link is a welcomed addition to the original proposal and is seen as an attempt by the developer to address and promote sustainable transport issues.

A similar link at the southerly end of the site to Avenham Place would provide a shorter walking route to the Post Office / General Store and to Newton Bluecoat Primary School. This route would be a desirable addition.

Whilst the westbound bus stop on the A583 is adjacent to the pedestrian / cycle site access it lacks the raised boarding area new bus stops have to address those with mobility issues. To further promote sustainable travel the bus stop needs upgrading. To further promote sustainable travel the eastbound bus stop should also be upgraded.

The pedestrian route between the development site and the eastbound bus stop requires negotiating the traffic signals at the A583 / Bryning Lane junction. Whilst some pedestrian facilities exist here the signals are old and lack a number of features modern signals provide, e.g. lacks tactile paving and nearside red / green man indicators.



The development is below the scale at which a Travel Plan would be required, however, the developer has indicated that basic travel planning initiatives will be provided in the form of welcome packs which will include walking / cycling information, public transport information and information on efficient car use and parking management.

The development site is conveniently located in term of access to public transport and the currently services are considered adequate to meet the needs of future residents. Whilst LCC frequently request s106 contributions for sustainable transport improvements from large developments none are requested here.

#### Vehicular Access.

Vehicular access to the site is via a simple priority junction on Woodlands Close. Whilst Woodlands Close is relatively narrow the levels of traffic that the development would generate would not lead to any significant safety issues. The general geometry of Woodlands Close would ensure low traffic speeds and thus the access would meet with the philosophy of Manual for Streets and Creating Civilised Street where residential roads should be design to restrict vehicle speeds to 20mph or below.

Bryning Lane and Woodlands Close are already subject to a 20mph speed limit.

The proposed pedestrian / cycle access to the A583 raise no concerns.

The proposed access arrangements are acceptable.

#### Layout.

Layout is a reserved matter and as such the layout is only indicative.

Whilst I would not raise an objection to the indicative layout I would suggest that the following points be considered prior to the submission of a reserved matters application (presuming outline permission is granted).

1. All estate roads should be designed to limit speeds to a maximum of 20mph without the use of vertical traffic calming.
2. LCC would expect all roads serving 5 or more dwellings to meet adoption standards.
3. The pedestrian / cyclepath at the northern end of the site should be lit and offered for adoption.
4. Swept paths should be provided for turning heads.
5. Garages should have minimum internal dimensions of 6m x 3m.

#### Conclusion.

LCC are satisfied that the development proposal with an appropriate level of mitigation will not have a severe impact on highway safety or capacity. In order to promote sustainable travel and address highway concerns it is considered essential that the following be provided:-

1. Pedestrian / Cycle link between the site and the A583.

This needs to be available for use prior to first occupation of any dwelling.

2. Upgrading of eastbound and westbound bus stops on the A583. These need to be provided prior to first occupation and constructed under a s278 agreement. The works to include raised boarding area.

3. Upgrading of the traffic signals at the junction of the A583 / Bryning Lane. This needs to be provided prior to first occupation of any dwelling. The works to include new signal controller and pedestrian facilities.

#### Suggested Conditions

- wheel wash facilities during the construction period.
- scheme of off site highway works.
- implementation of approved scheme of off site highway works prior to any occupation of the development.

#### LCC Education Contribution Assessment

No objection to the proposal, subject to the following financial contribution:

- £162, 478.72 for 8 secondary places. - £256,016.07 for 19 primary school places.

An infrastructure project will be provided following approval of the planning application.

Given the outline nature of development, the contribution will be reassessed once accurate bedroom information becomes available.

#### Regeneration Team (Trees)

*"All trees of significance are offsite to some or other degree, and none of these would have to be removed for development. Their root protection areas and crown spreads may influence layouts but none are likely to prevent development. An oak just west of the internal hedge and an ash tree inside this hedge are definitely landmark trees that would add maturity and scale to any development. I would wish these to be retained and given protection (HERAS fencing at RPAs) in any development.*

*The internal hedge, which will be crucial for screening to the west if development were permitted, is in variable form: sections to the north are depleted of trees and therefore visually permeable, though it must be remarked that views are only to the next field and the boundary hedge of that field. The topography is uneven: land form declines both to the west and south, with the central area being apparently highest.*

*Southern sections of the internal hedge have a different character. Clumps of blackthorn have outgrown into the field giving a deeper, denser field boundary, and gaps are few and small.*

*If the prospect of development became likely I would suggest that we looked for landscape planting that paid strong regard to the rural location. That means hedgerow retention is essential, but we should also look for a deep buffer plantation around the development to blend it into the surrounding landscape."*

#### Environment Agency

No comment to make on the application – it is not listed in the 'when to consult the EA' doc or in the Development Management Procedure Order.

#### Environmental Protection (Pollution)

No objections subject to the following conditions:

1. restriction to the hours of construction on the site to between 08:00 – 18:00 Monday to Friday, 08:00 – 13:00 Saturday and no works on Sundays or Bank Holidays.
2. Submission of, and agreement to a noise, vibration and dust Management Plan during construction. The approved scheme to be implemented for duration of construction works.

## NHS Fylde and Wyre CCG

Comment to be provided by update.

### Natural England

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes. Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Newton Marsh SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

We have not assessed this application and associated documents for impacts on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

### Neighbour Observations

|                                |  |
|--------------------------------|--|
| <b>Neighbours notified:</b>    | 02 August 2016   |
| <b>Amended plans notified:</b> | n/a  |
| <b>Site Notice Date:</b>       | 03 August 2016   |
| <b>Press Notice Date:</b>      | 18 August 2016   |
| <b>Number of Responses</b>     | 22 - including an objection statement submitted on behalf of residents of Woodlands Close and objection statement from Newton Residents Association. |
| <b>Summary of Comments</b>     | The main concerns raised by residents are summarised below:  |

- Principle of development with reference to the site being designated in the Publication Version of the Fylde Local Plan 2032 within an Area of Separation which seeks to restrict inappropriate development that would result in a coalescence of two distinct and separate settlements. In this case Kirkham is a large market town, Newton is a small village and both need to maintain their identity, this development would seek to close the gap between the two and is therefore inappropriate.
- Need for homes fulfilled by housing allocations for 115 houses in the Publication Version of the Local Plan 2032. Proposal would result in 50% more than this requirement.
- Highway safety at the junction of Bryning Lane and Blackpool Road (A583), reference to 3 serious accidents which has not been acknowledged in the Transport Assessment. The development will place further pressure on the junction.
- Highway safety at the junction of Woodlands Close and Bryning Lane, reference to poor visibility when egressing from Woodlands Close being obscured by trees and fences. Additional traffic will place increased pressure and present a danger to highway safety. This junction was designed to accommodate traffic associated with 10 dwellings or less. Highway issue for vehicles turning south on Bryning Lane to go to shops/ services, vehicles, at peak time, would have to cross queuing traffic increasing the potential for accidents.
- Woodlands Close is 4.8m in width and unsuitable to accommodate passage of emergency and service vehicles. Presence of on street parking reduces this to 1.5m – 1.8m, causing access

problems and potential for dangerous reversing manoeuvres out on to Bryning Lane in the event of vehicles meeting head on. Current problems exiting to Bryning Lane during rush hour due to queuing traffic. There is no other access for emergency vehicles if Woodlands Close is blocked. Additional vehicles associated to the development will increase congestion.

- Highway infrastructure not capable to support existing village.
- Loss of residential amenity to 3 and 5 Woodlands Close, as well as all other properties on Woodlands Close, from car head and break lights exiting the application site shining directly into habitable rooms. Loss of light or overshadowing to properties east of the development. Overlooking of properties to the west. Loss of visual amenity. Noise and disturbance of Bryning Lane from additional traffic.
- Loss in property value.
- Loss of open aspect and views.
- Loss of agricultural land.
- Visual amenity – development out of keeping with the existing settlement which is bordered by open fields, there is no development along the eastern boundary of Newton, other than Parrox Lane, the visual appearance of the existing boundary to the settlement is open, unspoilt countryside.
- Damage to rural character of the village.
- Heritage – impact on Newton Hall Farm House (Grade II).
- Pressure on school services, Newton Bluecoat Primary and Carr Hill High School are at capacity.
- Lack of health services, with those in Kirkham being stretched and no NHS dental practices locally.
- Poor wastewater and drainage. Aging surface and foul water infrastructure. UU have commented that Bryning Lane to Grange Lane foul sewer being hydraulically overloaded and in need of upgrade.
- Village is adjacent to a high flood risk area, existing problems of surface water drainage results in water logged garden
- Poor electricity supply, current problems of power cuts and additional development will only add to this problem.
- Ecology – hunting ground for barn owls, proposal would destroy this habitat. Kestrel and Sparrowhawk feeding, wildlife including bats, rabbits, sheep, horses use the field.
- Pressure on existing services, such as additional parking requirements.

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|        |  |
|--------|--|
| SP02   | Development in countryside areas                       |
| HL02   | Development control criteria for new housing proposals |
| HL06   | Design of residential estates                          |
| EMP5   | Hazardous installations                                |
| TR01   | Improving pedestrian facilities                        |
| TR05   | Public transport provision for large developments      |
| TREC17 | Public Open Space within New Housing Developments      |
| EP10   | Protection of important landscape and habitat features |
| EP11   | Building design & landscape character                  |
| EP12   | Conservation trees & woodland                          |
| EP14   | Landscaping of new developments                        |
| EP18   | Natural features                                       |
| EP21   | Archaeology  |
| EP19   | Protected species                                      |
| EP22   | Protection of agricultural land                        |

|      |                                |
|------|--------------------------------|
| EP26 | Air pollution                  |
| EP27 | Noise pollution                |
| EP29 | Contaminated land              |
| EP30 | Development within floodplains |

#### **Fylde Local Plan to 2032:**

|      |  |
|------|--|
| NP1  | Presumption in favour of Sustainable Development       |
| S1   | Proposed Settlement Hierarchy                          |
| DLF1 | Development Locations for Fylde                        |
| SL5  | Development Sites outside Strategic Locations for Devt |
| GD1  | Settlement Boundaries                                  |
| GD3  | Areas of Separation                                    |
| GD4  | Development in the Countryside                         |
| GD7  | Achieving Good Design in Development                   |
| GD9  | Contaminated Land                                      |
| H1   | Housing Delivery and the Allocation of Housing Land    |
| H2   | Density and Mix of New Residential Development         |
| H4   | Affordable Housing                                     |
| HW1  | Health and Wellbeing                                   |
| INF1 | Service Accessibility and Infrastructure               |
| INF2 | Developer Contributions                                |
| T4   | Enhancing Sustainable Transport Choice                 |
| T5   | Parking Standards                                      |
| CL1  | Flood Alleviation, Water Quality and Water Efficiency  |
| CL2  | Surface Water Run-Off and Sustainable Drainage         |

#### **Other Relevant Policy:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

#### **Site Constraints**

Pipelines  
Within countryside area  
Within countryside area

#### **Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

#### **Comment and Analysis**

The main issues pertinent in the assessment of this proposal are:

- Principle of development.
- Relationship with Surrounding Development.
- Highways.
- Flood risk and drainage.
- Ecology.
- Trees.
- Heritage.

## Principle of Development

### *Policy Context and Site Allocation*

Paragraph 38 (6) of the Planning and Compulsory Purchase Act 2004 indicates that development proposals should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF advocates a presumption in favour of sustainable development. In terms of decision taking, this means approving development proposals that accord with the development plan without delay. Where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in Framework. It advises that planning decision takers should seek to approve applications for sustainable development where possible.

The site is located within the Countryside Area as defined on the Proposals Map of the FBLP and PV. Policies SP2 and GD4 are of relevance and seek to safeguard the natural quality of the countryside area by supporting development related to agriculture, horticulture, forestry or other uses appropriate to a rural area only. The development proposed cannot be categorised as such and is therefore contrary to Policy SP2 and GD4. Newton with Clifton Parish Council have raised objection to the proposal on principle grounds.

Notwithstanding this, assessment of principle against the NPPF and other material considerations must be made to determine whether there is sufficient justification to outweigh this position.

### *Housing Need*

The NPPF emphasises the importance of housing delivery. Indeed, paragraph 47 requires the significant boosting of housing, local authorities should use their evidence base to meet the full objectively assessed needs for market and affordable housing in their area. A five year supply for market and affordable housing, with an additional 5% buffer (20% for those local authorities consistently under providing), should be maintained. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing are not considered up to date if a 5 year supply of deliverable sites cannot be demonstrated.

The Council's most recent five year housing land supply position statement, as of 31 March 2016, indicates a supply of 4.8 years (including the 20% buffer for a persistent under delivery). In the absence of a five year supply, policies of the development plan which relate to housing supply, including FBLP Policy SP2, cannot be considered up to date and in conflict with the NPPF. Therefore, the release of housing sites in the countryside area is acceptable in accordance with paragraphs 47 and 49 of the NPPF, provided that there are no overriding policy or other material considerations to indicate that development should be refused. The delivery of housing in the absence of a five year supply is considered to weigh in favour of the development.

Policy DLF1 of the PV Local Plan sets out a targeted strategy for new residential development within Fylde, identifying Newton as a Tier 1: Larger Rural Settlement location. Justification text to Policy SL5 confirms that Tier 1 locations can accommodate between 100 and 150 homes over the plan period with delivery, in part, made by allocation of 115 units spread between two sites namely School Lane (HS51) and Oak Lane (HS52). It should be noted that the figure of 150 units is not a ceiling for development. Collectively, unit numbers in this current proposal combined with those of the allocated sites will exceed the 150 units specified within Policy SL5, though it is considered that the proposal will make a significant contribution to meeting this overall target.

Paragraph 216 of the NPPF indicates that “from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Whilst the PV Local Plan is a material consideration, it is yet to be examined in public.

Representation has been received to the application site being re-designated from an Area of Separation to a housing allocation, residents and the Parish Council have also raised concern to additional residential development. Since the PV has unresolved objections with specific reference to the sites proposed designation and housing supply, relevant policies can only have very limited weight in the decision making process. This position has been emphasised in a number of recent appeal decisions and on this basis relevant Policies of PV relating to housing provision, including the Area of Separation, cannot be relied upon to restrict or support housing development in Newton.

#### *Does the proposal deliver sustainable development?*

The National Planning Policy Framework requires developments to be sustainable. There are many aspects to be considered in that assessment, with the key issues for a residential scheme in this location being availability and accessibility of services, scale of development and visual impact.

#### *Accessibility and Availability of Services*

Objectors have suggested that there is a lack of services which are capable of supporting a development of the size proposed. Particular reference is made to a lack of medical facilities, schools and key services such as electricity and drainage in Newton.

Newton is identified settlement within Policy SP1(4) of the FBLP and a Tier 1 settlement in the PV. This is an acknowledgement that Newton is capable of accommodating sustainable growth up, albeit that it may have a dependency on other larger settlements for some services.

The application site is located to the west of the village on the edge of (but wholly outside) the defined settlement boundary of Newton. Newton has a number of local services including convenience store, post office, primary school, cash point, equipped play area/ amenity area, Village Hall and public house. It is recognised that the village does rely on connections to other villages and Kirkham, for some services including health and secondary education.

According to the Lancashire County Council web site, closest bus stops are located adjacent to the site on Preston Old Road, accessible on foot by the existing footpath network. This provides the 61 service between Blackpool, Kirkham and Preston, 61c Wrea Green to Preston College, 75 Fleetwood to Preston via Thornton, Poulton and Kirkham and 75a Myerscough to Preston via Gt Eccleston and Kirkham.

Concern has been raised by residents with regards to pressure on existing health and education facilities. Comment from the NHS with regards to this matter is outstanding and will be provided via update to Committee. It is acknowledged that this matter does impinge on the sustainability of the site, however it is considered that this matter alone is not sufficient to refuse the development on sustainability grounds. LCC Education comment that there is currently a shortfall of primary and secondary school places and that the development will add to this. On this basis, financial

contributions are requested from the development which will be used to increase provision, in this circumstance 19 primary school places equivalent to £256, 016.07 and 8 secondary school places equivalent to £162, 428.72 is sought.

As identified in paragraphs 34 and 38 of the NPPF, it is inevitable that sites within the countryside will not benefit from the same accessibility to services as those within the urban area. It does not, however, follow that all development within the rural area is always unsustainable and, as acknowledged at paragraph 55 of the NPPF, the introduction of housing in rural areas is capable of enhancing the vitality of rural communities by supporting local shops and services. Indeed, the test in paragraph 55 of the NPPF is to avoid new isolated homes in the countryside.

The proposed development, by virtue of its location on the edge of the settlement, would be well connected to existing facilities and would not be isolated from them in comparison to existing dwellings within the village envelope. Moreover, the addition of up to 50 dwellings would help sustain and could act as a catalyst for the development of local facilities and services. The site is accessible by 2 main bus services which provide sustainable connectivity to larger settlements of Blackpool, Preston, Kirkham, Poulton and Thornton and the services provided therein.

In summary, although the application site is located within the countryside, it is located in close proximity to Newton and the development would have reasonable access to shops, services community facilities and public transport that Newton provides. On this basis, with regards to accessibility and availability of services, the site is considered to be in a sustainable location. Therefore whilst the application would be contrary to Policy SP2 of the FBLP in this instance there is greater weight to be given to the NPPF due to the sites sustainable location, housing objectives and presumption in favour of sustainable development.

#### *Scale of Development*

The scale of development proposed is intrinsic to the scheme design, the NPPF states that design is a key aspect of sustainable development and that permission should be refused for development of poor design. Policy HL2 of FBLP supports residential development subject to a number of set criteria, with reference to scale of development this criteria includes development to be in-keeping with the character of the locality and a density of between 30-50 units per hectare. Policy EP11 states, amongst other criteria, that new development in rural areas should be of a high standard of design and matters of scale, features and building materials should reflect the local vernacular style.

The indicative layout provides for a density of approximately 18 dwellings per hectare (DPH), based on a site area of 2.81 hectares referred to in the submitted application form. This DPH figure is low in comparison to policy requirements, though it is recognised that a large amount of open space is provided indicatively within the scheme. Furthermore, density requirements of Policy HL2 are not representative of a village setting or location of the development within countryside, being akin to a higher density urban area. The application site represents a transition between the village boundary and countryside beyond and on this basis a lower density scheme providing a sense of openness is more appropriate and could be supported.

The nature of the outline application dictates that elevation drawings are not requisite for the submission. The submitted Design and Access Statement provides scale parameters, referring to height of buildings ranging from 4.5m to 12m, equivalent to a 3 storey dwelling. It is recognised that there is a mix of dwellings in the locality; dormer bungalows define the character of Woodlands Close/ Highgate Close and 2 storey dwellings are present on Bryning Lane/ Avenham Place. It is expected that the proposal is consistent with the existing scale of properties, from a design perspective dwellings adjacent to those on Woodlands Close should be bungalows to appear as a



continuation of this street scene into the development. It is recommended that appropriate conditions to restrict the size of dwellings are attached to any subsequent approval notice.

There are approximately 651 properties (inclusive of commercial and residential) in the village of Newton. Based on this total, the proposal of 50 units will therefore result in an 8% increase in the village size. Cumulatively with allocated sites proposed (115 units in the PV), the village has the potential to grow by 25%. It is not considered that this is an unacceptable scale of growth to the settlement and that there are sufficient services within the settlement to meet the needs of existing and prospective occupants. Members should note that these figures are intended only to give a quantitative context to the level of expansion which would arise as a result of the development. There is, in policy terms, no set percentage restricting the degree to which an existing settlement can expand. Instead, the consideration is whether any impacts arising as a result of the development's size, scale and relationship to the settlement would give rise to significant and demonstrable harm which would outweigh the benefits that it would otherwise deliver. The development's impact on the character and appearance of the area in visual and landscape terms are considered to be of principal significance in this regard.

#### *Visual and Landscape Impact*

Policy HL2 supports new residential development which is compatible with adjacent land uses and would be in-keeping with the character of the locality. Policy EP10 indicates that the distinct character and important habitats of Fylde will be protected, identifying that particular priority will be given to the protection of important landscape and habitat features, including broadleaved woodland, scrub meadows, hedgerows, wetlands, ponds and watercourses. Policy EP11 states that new development in rural areas should be sited so that it is in keeping with landscape character, development should be of a high standard of design and matters of scale, features and building materials should reflect the local vernacular style. Policy EP12 states that trees and hedgerows which make a significant contribution to townscape or landscape character, quality and visual amenity will be protected. Policy EP14 requires new housing developments to make suitable provision for landscape planting. This reflects guidance contained within the PV and NPPF.

A revision has been received which reduced the amount of developable by providing a 40m buffer of open space to the northern edge of the site, adjacent to Blackpool Road.

The applicant has submitted an Arboricultural Impact Assessment (AIA) which includes a survey of trees within and overhanging the site in respect of their condition, retention category and root protection area. The assessment concludes that trees are of moderate quality and value and that those on/ surrounding the site do not pose a significant limitation to development. The indicative site layout shows retention of existing vegetation to the site periphery, which includes trees and mature hedgerow, and the pond. Accordingly, the most valuable landscape features on the site would be retained. Conditions are suggested requiring the implementation of tree protection measures and the submission of a landscape strategy which provides for the retention of these features.

The site is situated on the western edge of the settlement boundary of Newton and forms part of an area of open countryside which extends to the west of the village. Aerial images dating back to the 1940's indicate that Newton has evolved through infill development of farm land bound by the A583, Bryning Lane and School Lane, the 1960's saw further expansion to the west side of Bryning Lane. This historic development has resulted in an east to west linear settlement with a strong northern boundary definition formed by Blackpool Road. The site's eastern boundary abuts the built up area of the village adjacent to dwellings on Woodlands Close and Avenham Place. With the exception of dwellings on Woodlands Close which have a front facing or side on relationship to countryside, the

majority of housing in the locality has a rear facing aspect, with rear gardens and associated boundary treatment adjoining countryside. A mix of trees and hedgerow form a natural boundary to other elevations of the site. The site is considered to be in a prominent location adjacent to Blackpool Road, though this is tempered by peripheral vegetation, with only glimpsed views being available through gaps in the built form when entering the village via Bryning Lane. Parrox Lane is located to the west, and provides glimpsed views of peripheral vegetation to the site and existing housing. There are of course more prominent views of the site when seen at close quarters from Woodlands Close. There are no adopted Public Rights of Way in the vicinity.

It is considered that the application site is a natural expansion of Newton and is consistent with the historic expansion pattern of the settlement. The development relates well to the defined Village boundary designated in the FBLP and emerging PV. The proposal provides for an outward facing development, with retained trees/ hedgerow acting as a soft barrier to assimilate the proposal into the countryside setting, enhancing the appearance of the village edge when compared to that existing. Such features are intrinsic to the proposal making a successful transition between urban and rural, forming appropriate mitigation against the countryside encroachment. This is an important feature of the proposal, providing mitigation of the development's visual and landscape impact along its most sensitive boundary.

The site is allocated as an Area of Separation in the Fylde Local Plan 2032. Policy GD3 is of relevance and states that these areas are designed to *"preserve the character and distinctiveness of individual settlements by restricting inappropriate development that would result in a coalescence of two distinct and separate settlements"* Kirkham and Newton are named as two distinct and separate settlements in the policy. The policy explains that this will be achieved by assessing the impact that a proposal has on the harm it causes to the openness of the land between settlements, and how it would compromise the identity and distinctiveness of settlements. The policy's main aim is to prevent the coming together of Kirkham and Newton to form a single mass. Members should note that there is specific objection to the application site being designated as an Area of Separation, with the site being put forward as a housing allocation. Since there are unresolved objections with specific reference to housing provision in Newton and the Area of Separation, relevant policies, including GD3, can only have very limited weight in the decision making process.

The application site forms part of a larger Area of Separation land designation, washing over land and buildings between Kirkham and Newton. Importantly it covers the ribbon development located on Blackpool Road between these two settlements. Agricultural fields currently detach Newton from this ribbon development and in essence give the village its own distinct identity. Development which results in the joining up of Newton to this ribbon would therefore prejudice this identity and character of the village as it would encourage the incremental expansion of the village toward Kirkham – of which GD3 is envisaged to avoid. Notwithstanding this, an adjoining field sandwiched between the application site and ribbon development prohibits the physical merger with Newton. A revision to the scheme has located the built form of development further away from Blackpool Road (circa 40m), enabling an area of wildflower grassland planting within the development to be provided. The revision, combined with retention of existing trees and hedgerow will act to provide a sense of openness to the northern edge of the development, reinforcing separation of the village envelope to the ribbon development and maintaining Newton's identity as a separate entity. On this basis, irrespective of the weight applicable to Policy GD3, it is considered that the development would not result in the coalescence of Newton with Kirkham.

It must be accepted that the proposal will result in the urbanisation of a countryside location, with resultant harm to landscape character. Notwithstanding, this is the case for the majority of sites in the Countryside Area and it follows that site-specific considerations will be important in determining

the degree of harm arising. The development would diminish openness and would interrupt existing external views across the site where available. Notwithstanding, resultant harm would be minimised by virtue of the development's close relationship with existing buildings on the edge of the settlement, retention of existing features and provision of new landscaping within the proposal. It is not considered that the limited visual harm to landscape character would be sufficient to outweigh the benefits of the scheme to a degree which would warrant refusal of the application. Moreover, mitigation would be introduced in order to ensure that any adverse impact in this regard is minimised.

It is important that the parameters of the Indicative Layout Plan are provided within any subsequent reserved matters planning application, this can be controlled by condition.

#### *Loss of agricultural land*

Paragraph 112 of the NPPF stipulates that Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. In addition, Policy EP22 states that development will not be permitted which would involve the permanent loss of the best and most versatile agricultural land (grades 1, 2 and 3a) where it could reasonably take place on previously developed sites, on land within the boundaries of existing developed areas or on poorer quality agricultural land. Policy EP22 identifies that there is no Grade 1 agricultural land within the borough, with Grades 2 and 3a considered the best and most versatile.

The Agricultural Land Classification Map is based on the Ministry of Agriculture, Fisheries and Food Soil Survey of England and Wales 1969 which is intended for strategic purposes. The map indicates the site to be Grade 2, though is only accurate to about 80ha and is not accurate for use in assessment of individual sites.

The applicant has not submitted an Agricultural Land Appraisal to determine the precise grade of land. Assuming a worse case scenario, the development could therefore result in the loss of Grade 2 land. The submitted Planning Statement confirms that the site is occasionally used for grazing purposes. Notwithstanding this, it is recognised that the Fylde Borough has significant amounts of Grade 2 agricultural land available, loss of 2.81ha through possible redevelopment of this site is not therefore considered to detrimentally impinge on this provision to an extent that refusal should be recommended.

#### *Principle of Development – Conclusion.*

The site lies within the Countryside Area and outside the settlement boundary of Newton as identified on the FBLP Proposals Map. The proposed residential development does not fall within any of the categories of appropriate development outlined in FBLP policy SP2 and is therefore in conflict with this policy. However, given the absence of a five year supply of housing land, housing supply policies, including those restrictive Policies such as SP2, are considered out-of-date and in conflict with the NPPF. As a result, little weight can be attached to Policy SP2 in the decision making process. For the same reasons, the settlement boundary cannot be relied upon as a tool to limit the expansion of the village.

The PV Local Plan is yet to be examined in public. Representation has been received to inclusion of the application within the Area of Separation, requesting inclusion as a housing allocation, residents have also raised concerns to new housing. Since the PV has unresolved objections with specific reference to housing provision, relevant policies can only have very limited weight in the decision making process and should not be relied upon to either restrict or support housing development in

Newton. Notwithstanding this, with regards to the Area of Separation it is considered that the proposal would not result in the coalescence of Newton with Kirkham.

The application site is considered to be in a sustainable location and would not result in the introduction of isolated homes in the countryside. The scale of development is considered appropriate and would not unacceptably undermine the character of Newton. The development represents a rounding off of the defined Village Boundary in this locality, enhanced landscaping to open countryside and outward facing development will provide a transitional buffer between urban and rural and act to enhance the village setting. The site is in a prominent location, though retention of natural features and strengthening of landscaping to the site boundaries would ensure that any harm to landscape character and visual amenity is minimised.

Numerous appeals have demonstrated that the principle of housing development cannot be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result. Whilst the development would result in encroachment into the open countryside, it would make a valuable contribution to the delivery of new housing in the Borough, in the absence of a five year supply. Additional benefits occur in this case as the development would deliver up to 30% affordable housing on the site. On balance, it is considered that the benefits arising as a result of the development would outweigh the limited harm which has been identified in visual and landscape terms and that the principle of development is acceptable, having particular regard to the requirements of the Development Plan and NPPF.

#### Relationship with surrounding development:

Policy HL2 supports new residential development that would have no adverse effect on the amenity and privacy of neighbouring properties. This amenity impact includes to privacy, dominance, loss of light, over shadowing or disturbance resultant from the development itself on neighbours, or during the construction period. The SPD provides additional guidance with particular reference to separation distances between dwellings to ensure the amenity of residents is safeguarded.

The Indicative Layout Plan sites development adjacent to the western boundary of Newton and there are a number of dwellings adjacent which could be affected by the proposals. Indeed amenity concerns have been raised with particular reference to residents on Woodlands Close from loss of light, overshadowing and overlooking from proposed dwellings. Reference is also made to car headlights/ brake lights shining directly into habitable room windows, noise and disturbance from increased vehicular movements, loss of open aspect and views and impact to property values.

The planning application is made in outline form with detailed siting of dwellings being reserved for subsequent application, the relationship between dwellings proposed and neighbours cannot be considered at this time. Notwithstanding this, Policy HL2 is clear that amenity of existing residents must be safeguarded and it is expected that any subsequent reserved matters application is compliant with this Policy. The majority of dwellings on Woodlands Close are bungalows, to ensure transition between the existing built form and the application site, the development must ensure provision of bungalows adjacent to those existing. This requirement would also act to improve the amenity relationship between bungalows on Woodlands Close and dwellings proposed. A condition requiring bungalows on Plots 1, 2, 40 and 41 is suggested.

With regard to matters raised by residents, the proposal will intensify use of the site and increase the number of vehicles on access roads, including Woodlands Close and Bryning Lane. The level of vehicle activity associated with the development is not considered to have a significant noise impact on adjacent residents and is therefore unlikely to cause an unacceptable disturbance. 3 and 5 Woodlands Close have a front facing aspect to the application site and proposed site access

arrangement. It is acknowledged that ground floor room windows may be affected by car headlights/ brake lights when entering or leaving the site. However it must also be acknowledged that impact from headlights would be restricted to certain parts of the day and that brake lights are only used temporarily when breaking. The frequency of impact is therefore considered to be low and in itself not sufficient to warrant refusal of the development. The reserved matters submission will safeguard the amenity of residents by ensuring appropriate separation distances between dwellings, though it must be recognised that the current open aspect and countryside views witnessed by residents adjacent to the application site will be eroded by the development. Impact to property values is not a consideration which can be used in assessment of planning applications.

It is inevitable that there will be some disruption for residents during the construction period. This disruption however is temporary, for duration of the build and is therefore acceptable. Conditions can be imposed to reduce this disruption for neighbours and construction hour's restriction, wheel wash facility and noise, vibration and dust controls are recommended. Damage to neighbouring dwellings resultant from the construction of development is a private matter and not something that can be taken into consideration when determining this application. For information purposes, a construction company or contractor must carry insurance to cover the unfortunate circumstances where damage does occur to neighbouring property. This insurance would be used to make good any damage. It is recommended that any neighbours concerned take private professional advice on this matter as the Council cannot be held accountable or liable for the actions of private building companies.

#### Highways:

The outline application refers to matters relating to access, it is therefore appropriate to assess the access arrangements and road network impact as a result of additional vehicles associated to the development.

Paragraph 32 of the NPPF states that decision makers should take account of whether safe and suitable access to the site can be achieved for all people, and, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Policy HL2 supports new residential development provided satisfactory access and parking arrangements are provided, and do not adversely affect the safe and efficient operation of the highway network, either individually or cumulatively with other permitted developments. Policy TR1 also encourages the improvement of facilities for pedestrians to encourage walking as an alternative means of travel. PV Policy GD7 refers to similar highway safety matters.

Objection to the proposal has been received in relation to highway safety and existing congestion problems. Reference is made to additional pressure on junctions adjacent to the site, including Bryning Lane/ Blackpool Road and Bryning Lane/ Woodlands Close, including 3 serious accidents which have not been acknowledged in the Transport Assessment. The Woodlands Close/ Bryning Lane junction is stated to have poor visibility when egressing from Woodlands Close being obscured by trees and fences. Safety concerns for vehicles turning right onto Bryning Lane which would have to cross queuing traffic to go to shops/ services at peak times, increasing the potential for accidents. Woodlands Close is stated as being unsuitable to serve the needs of the development, on street parking reduces width of the road making passage difficult and increasing potential for dangerous reversing manoeuvres out on to Bryning Lane in the event of vehicles meeting head on. Current problems exiting to Bryning Lane during rush hour due to queuing traffic. There is no other access for emergency vehicles if Woodlands Close is blocked.

The submission indicates that the sole vehicular access to the development will be via a new access off Woodlands Close and the existing footpath network will be continued into the application site. The applicant has submitted a Transport Statement (TS) in support of the application. The TS confirms that the site has good accessibility, with the site having good pedestrian linkages to local amenities and cycle network and public transport infrastructure within walking distance providing sustainable travel options to larger settlements of Blackpool, Preston, Kirkham and Poulton. The trip generation assessment indicates that the proposal will generate 27 vehicle trips in the AM peak and 25 in the PM peak, concluding that the development is of an inconsequential level in terms of impact on the operation of the local highway network.

LCC Highways comment that the proposal, with an appropriate level of mitigation, will not have a severe impact on highway safety or capacity.

With regards to anticipated trip rates associated with the development, it should be noted that the TS is not truly representative being based on a edge of town survey as opposed to rural/ village location which if used would produce slightly higher rates. Overall vehicle numbers would not rise by more than 1 or 2 vehicles during the peak hours. The Highway Officer observed that queuing does occur and is resultant from old traffic controllers on the junction which do not clear each cycle. The development will add 20-22 vehicles to Bryning Lane in the AM peak, but this is unlikely to put more than 2 or 3 vehicles into the existing queue in any traffic signal time. Upgrading of the traffic controllers on this junction would improve efficiency. Reference is made to the Preston West Distributor Road (PWDR) which is predicted to reduce traffic levels on the A583, though even without this improvement it is unlikely that the A583/ Bryning Lane junction will be at or near capacity in peak hours in the short term.

In relation to highway safety, it is expected that the applicant analyses a 5 year period, as opposed to the 3 years provided. LCC Highways confirm that most recent accident data indicates 6 injury accidents on the A583 at or within 60m of the traffic signals, and a 7 injury accident within 220m. Only 2 of the 7 accidents resulted in severe injury, involved 2 or more cars and no pedestrians/ cyclists. LCC Highways comment, that whilst regrettable the accident rate is not untypical for a road with the level of traffic the A583 carries. Upgrading of traffic signs is likely address some highway safety concerns.

LCC Highways disagree with the TS accessibility rating of the site, but comment accessibility to bus/ cycle networks is improved through inclusion of footpath linkage to the north of the site. Members should note that revision has been received removing this linkage from the development since it was considered to increase visibility of proposed housing when viewed from Blackpool Road. This results in residents having to walk/ cycle via Woodlands Close/ Bryning Lane, though is not considered to be onerous on residents. The west and east bound bus stops on Blackpool Road lack a raised boarding area and upgrades are requested to improve accessibility. Pedestrian access to the east bound stop would also be improved by alteration to the traffic signals to the Blackpool Rd/ Bryning Lane junction.

With regards to the site entrance LCC Highways state that the proposed access arrangements are acceptable. They comment that whilst Woodlands Close is relatively narrow the levels of traffic that the development would generate would not lead to any significant safety issues. The general geometry of Woodlands Close would ensure low traffic speeds and thus the access would meet with the philosophy of Manual for Streets and Creating Civilised Street where residential road design should restrict vehicle speed to 20mph or below.

Whilst the highway concerns raised by residents is noted, in light of the LCC Highways assessment of

the proposal it is considered that the development provides for safe and suitable access and that impact on the network would not be severe, in accordance with Policy HL2 and the NPPF. Off site highway works are requested in the form of bus stop improvements and traffic signal upgrades at the junction of the A583 and Bryning Lane, and can be provided by condition.

*Parking:*

The planning application is made in outline form with detailed assessment of parking provision being reserved for subsequent application. Parking arrangements cannot be assessed at this time.

Notwithstanding this, Policy HL2 is clear that residential development provides for appropriate car parking and it is expected that any subsequent reserved matters application is compliant with this Policy.

Flood Risk and Drainage

The site falls entirely within flood zone 1 (land with a less than 1 in 1,000 or <0.1% annual probability of river/sea flooding) as defined on the Environment Agency's Flood Map. Since the site is over 1 hectare in area, a Flood Risk Assessment (FRA) has been submitted with the application.

Paragraph 100 of the NPPF states that "inappropriate development in areas at risk of flooding (land within Flood Zones 2 and 3; or land within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency) should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere".

Policy EP30 of FBLP indicates that development will not be permitted which would itself be subject to an unacceptable risk of flooding, create an unacceptable increase in the risk of flooding within the development site, or elsewhere, adversely affect the water environment as a result of an increase in surface water run-off, result in excessive culverting or prejudice essential access requirements to watercourses or flood defence. Policy EP25 stipulates that development will only be permitted where foul sewers and sewerage treatment facilities of adequate design and capacity are available to meet additional demand or their provision can be secured as part of the development. Policies CL1 and CL2 of emerging policy reflect EP25 and EP30, and encourage use of sustainable urban drainage systems.

Residents have raised concern with regards to existing poor waste water and drainage resultant from an aging system and that the Village is adjacent to a high flood risk area with current problems of surface water drainage water logging gardens.

The FRA refers to the site being located within Flood Zone 1 and has been assessed to be at very low or low risk from flooding. There is evidence of a pond and land drainage ditches to the western and southern boundaries, which are also considered to be of low flood risk. This position is evidenced through a lack of any evidence relating to historical flooding of the site. Based on ground conditions, infiltration is unlikely to provide a viable drainage solution for the development, use of existing watercourses is considered though these features are not known to connect to any formal surface water system. United Utilities has confirmed that they will not accept surface water into their own system until all other options in the hierarchical approach (including infiltration and watercourse) have been discounted. The alternative strategy would be to discharge into the public surface water sewer on Woodlands Close. Rate of run off should be restricted to the equivalent existing greenfield run off rate. The public open space area, including pond provide good opportunity for sustainable urban drainage such as holding ponds and basins. The on site water drainage system will need to prevent overland run off from storm events.

The proposal has been considered by the Lead Local Flood Authority, Environment Agency and

United Utilities who have not raised objection to the proposal, but do require specific conditions to be attached to any subsequent approval notice. Such conditions include submission of a detailed drainage strategy to ensure that the rate of surface water discharge from the site does not exceed the pre-development (greenfield) run off rate, that separate systems are installed for the discharge of foul and surface water, detail of finished floor levels, provision of pond/ detention basin prior to main construction phase, and that appropriate management and maintenance plans are put in place in respect of any sustainable drainage system. On this basis, whilst the concerns of residents is noted, it is considered that adequate measures can be put in place in order to ensure that the development poses no unacceptable risk in terms of flooding in accordance with the development plan and NPPF.

### Ecology

Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Paragraph 118 states that local planning authorities should aim to conserve and enhance biodiversity, if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused, opportunities to incorporate biodiversity in and around developments should be encouraged.

The site has no specific nature conservation designation in the Local Plan, though is within a Site of Special Scientific Interest (SSSI) impact risk zone associated to a SSSI south of the site. Policy EP15 indicates that development affecting the integrity of a designated European Site will not be permitted. Policy EP16 states that development proposals within or likely to prejudicially affect SSSIs will not be permitted unless damaging impacts on the nature conservation interest of the site can be appropriately avoided or mitigated. Policy EP18 encourages the retention/replacement of existing natural features and the introduction of additional features as part of the development in order to provide biodiversity enhancements. Policy EP19 identifies that development which would have an adverse impact upon species specifically protected under schedules 1, 5 or 8 of the wildlife and countryside act 1981, (as amended) or their habitats will not be permitted. Emerging Policies ENV1 and ENV2 reflect this current policy position.

Residents have raised concern to the development impinging on the current ecological value of the site, including loss of habitat and foraging for barn owls, Sparrowhawk, bats, rabbits, and grazing of sheep and horses.

An ecology survey has been submitted in support of the application. The survey confirms that the site is of sufficient distance from the statutory designated SSSI, any impacts can therefore be reasonably discounted. Similarly, due to a separation distance of 80m, the proposals are not considered to have any impact on the Newton Crossroads BHS which is designated for the presence of a Black Poplar. On this basis the report concludes that the development would have no adverse impact on statutory or non-statutory designated sites of conservation. The survey also confirms that none of the habitats on the site are of significant interest, but trees, hedgerow and shrubs are of local value being suitable for breeding birds and foraging bats. Survey work has been undertaken at the site to discount the presence of badger, roosting bats, reptile species and water vole. The pond on site has been surveyed for Great Crested Newts in which none were found to be present. The survey recommends that existing habitat such as pond, hedgerow and trees be retained, enhanced and protected and reasonable avoidance measures are implemented during the construction, lighting of the development should be sensitive to bat foraging habitat, provision of bats and bird boxes within the development and no site clearance during the bird nesting season.



The ecology survey demonstrates that the development is capable of being carried out without adversely affecting important habitats and species on/adjacent to the site. Features of ecological significance are capable of being retained, replaced or introduced as part of the scheme in order to provide appropriate mitigation, biodiversity enhancements, and to ensure that the development does not affect the favourable conservation status of protected species. This can be achieved through the imposition of appropriate conditions, as recommended above. Indeed GMEU have no objection to the proposal subject to condition, and Natural England advise that the proposal is unlikely to affect any statutorily protected sites or landscapes. The proposal is therefore in accordance with the objectives of the development plan and the NPPF.

### Trees

There are a number of trees on the site which afford amenity value to the locality, though are not protected by Tree Preservation Order. Policy EP12 states that trees and hedgerows which individually or in groups make a significant contribution to townscape or landscape character will be protected. Emerging Policy GD7 seeks to protect existing landscape features.

The submitted Tree Survey states that all trees on the site are generally in good condition, though a single Ash has been assessed to be in poor condition. 9 trees are classified as being Grade B of moderate value, and 7 with low value. The report states that the trees do not offer any constraints to the development, but acknowledges that the final site layout should take account of building proximity to root protection areas and canopies. Retained trees should be protected during the construction period.

The Tree Officer concurs with the submitted survey, seeking retention and construction protection of specific trees on the site including an Ash and Oak. Additional planting is expected which must pay strong regard to the rural location. Conditions are requested requiring tree protection during the construction period and replacement planting.

On this basis the proposal is considered to accord with Policy EP12, subject to protection of retained trees and hedgerows, and provision of additional tree planting within the development which can be controlled by condition.

### Heritage

There are three Grade II Listed buildings located to the south of the application site on Grange Lane, namely 8 Grange Lane, Dagger Cottage and Dixons Farmhouse. Given the presence of these listed structures, the planning authority are obliged to consider the impact of the proposal on the setting of these designated heritage assets.

Paragraphs 132 and 133 of the NPPF make clear that any development causing substantial harm or total loss to the significance of a designated heritage asset (including its setting) should be refused, other than in exceptional circumstances. This approach is supported by FBLP policy EP4 which states that development which would prejudice the setting of a listed building will not be permitted.

The grade II heritage assets are located approximately 230m to the south. Buildings on Oak Lane and Grange Lane act to obscure a direct line of sight between the Assets and the application site. Given this separation and since there is no direct line of sight, it is not considered that the development would have any harmful impact, nor would it diminish significance on the setting of the listed heritage assets, in accordance with the development plan and NPPF.

### Other issues

The Parish Council has objected on grounds that the application should be assessed against criteria

within Policy DM1 of the Joint Lancashire Minerals and Waste Local Plan. This policy relates to the level of need and spatial distribution for the provision of minerals and waste within Lancashire and is not therefore relevant to assessment of this current proposal. The site has no specific minerals or waste designation within this Local Plan.

#### *Open space:*

Policy TREC 17 supports new residential development subject to the provision of amenity open space (including facilities for children's play where appropriate) in accordance with standards relevant to the number of bedrooms within each dwelling provided. The outline nature of the application means that there can be no clarity on this matter, however the illustrative layout shows areas of open space within the development. It is appropriate to require on-site provision of open space for a development of this size and the illustrative masterplan indicates provision. Accordingly, adequate open space is capable of being delivered on site in accordance with the requirements of TREC17.

#### *Affordable housing*

The Council's Strategic Housing team have commented on the application and support the development subject to provision of 30% affordable housing on the site stating that there is currently an under provision in the locality. If members are minded to approve the scheme, the Applicant will have to enter into a section 106 agreement to ensure the provision of 30% of the site as affordable dwellings.

The applicant has provided a Heads of Terms document which provides agreement to such requirements.

#### *Education*

It is expected that development provides for any identified shortfall in local education provision. Policy CF2 is of relevance and places such a requirement on development through sealing of a section 106 Legal Agreement.

The response from LCC Education confirms that there is a shortfall of secondary school capacity and that the development will be required to provide a financial contribution equivalent to 8 secondary school places of £162, 478.72 and 19 primary school places equivalent to £256, 016.07

If members are minded to approve the scheme, the Applicant will have to enter into a Section 106 Legal Agreement to ensure provision of 30% affordable dwellings within the development.

The Legal Agreement will secure the contribution amount and any required phasing of the payment. Given the outline nature of development, the contribution will be reassessed once accurate bedroom information becomes available.

#### **Conclusions**

The development falls outside the settlement boundary of Newton, representing encroachment into the countryside and is therefore contrary to Policy SP2 which acts to restrict residential development within such areas. Notwithstanding this, the Council cannot demonstrate a five year supply of housing land and Policy SP2 is in conflict with the NPPF. Consequently Policy SP2 is out-of-date and the principle of residential development cannot be resisted on this basis.

Whilst the PV Local Plan is a material consideration, it is yet to be examined in public. Since the PV

has unresolved objections with specific reference to the Area of Separation and housing provision, relevant policies can only have very limited weight in the decision making process and should not be relied upon to either restrict or support housing development in Newton. Notwithstanding this, it is considered that the proposal would not result in the coalescence of Newton with Kirkham.

The proposed development, would result in an expansion of the village in the order of approximately 8% (25% when combined with proposed housing allocations) in a location on the edge of the settlement boundary which relates well to the existing built-up edge of Newton and existing shops, services, and public transport facilities available both within and outside the village. Accordingly, the scheme is considered sustainable and would not result in the introduction of isolated homes in the countryside. Nor would it have any significant adverse effects on landscape character and appropriate mitigation can be introduced as part of the scheme in order to minimise impact. The development could result in the loss of a small proportion of the Borough's best and most versatile agricultural land, though this is not considered sufficient to warrant refusal of the proposal and there are no other landscape designations to restrict its development for housing.

As has been demonstrated through numerous appeals, the principle of housing development cannot be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result. Whilst the development would result in encroachment into the countryside, it would make a valuable contribution to the delivery of new housing in the Borough in the absence of a five year supply. Additional benefits occur in this case as the development would deliver 30% affordable homes on the site. Therefore, on balance, it is considered that the benefits arising as a result of the development would outweigh the limited harm which has been identified in visual and landscape terms and, accordingly, that the principle of residential development on the site is supported.

The development provides for satisfactory access to the site and there is sufficient capacity to ensure that the level of traffic generated by the development would not have a severe impact on the safe and efficient operation of the surrounding highway network. The scheme would result in an acceptable relationship with surrounding uses and appropriate mitigation can be provided to ensure that the development would have no adverse impacts in terms of ecology, flooding and drainage. The proposal would not affect the significance of any heritage assets in the locality and appropriate contributions would be secured to make the development acceptable in planning terms. The proposed development is therefore in accordance with the requirements of the relevant policies of the National Planning Policy Framework and the Fylde Borough Local Plan.

### **Recommendation**

That the authority to GRANT planning permission be delegated to the Head of Planning and Regeneration on completion of a Section 106 agreement that will secure:

- provision, retention and operational details for 30% of the proposed dwellings to be affordable properties
- a contribution towards addressing the shortfall of primary and secondary education capacity to serve the occupants of the development. This is expected to be £162,478.72 equivalent to 8 secondary places and £256, 016.07 equivalent to 19 primary school places, with the agreement also clarifying the phasing of its payment and the projects it is to be spent on.

And that the Planning permission be granted subject to the following conditions (or any amendment to the wording of these conditions or additional conditions that the Head of Planning &

Regeneration believes is necessary to make otherwise unacceptable development acceptable):

1. Application for approval of reserved matters must be made not later than the expiration of three years from the date of this permission and the development must be begun not later than:
  - the expiration of three years from the date of this permission; or,
  - two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the requirements of section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The approval of the Local Planning Authority shall be sought in respect of the following matters before the development is commenced:
  - Layout.
  - Scale.
  - External appearance.
  - Landscaping.

Reason: The application is granted in outline only under the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) Order 2015 and details of the matters referred to in the condition have not been submitted for consideration.

3. This permission relates to the following plans:
  - a) Drawing number LOC 001 (Location Plan).
  - b) Amended drawing number 001 revision 03 received on 7th November 2016 (Indicative Layout Plan).
  - c) Drawing number SK21630-001 (Proposed Site Access General Arrangement).

Except as provided for by other conditions to this permission, any application for approval of reserved matters submitted pursuant to condition 2 of this permission shall accord with the outline permission insofar as it relates to the means of access to the site and the maximum number of dwellings.

Reason: The application is granted in outline only in accordance with the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) Order 2015. Access has been applied for and any application for reserved matters must be in accordance with and/or not exceed the parameters established as part of this permission.

4. Any application which seeks approval for the reserved matter of layout pursuant to condition 2 of this permission shall accord with the parameters shown on amended drawing number 001 revision 03 received on 7th November 2016 and the submitted Design and Access Statement with respect to:
  - a) the developable areas of the site.
  - b) the areas to be laid out as open space and landscape buffer.
  - c) the scale of development being no greater than 2 storeys in height.
  - d) should the final layout reflect drawing number 001 revision 03 then provision shall be made for bungalows on Plots 1, 2, 40 and 41.

Reason: To ensure that any application for the approval of reserved matters accords with the parameters shown on the masterplan with respect to the developable and non-developable areas

of the site in the interests of ensuring a pattern and layout of development which is sympathetic to the character and setting of the site and to minimise the development's visual impact on the surrounding landscape, in accordance with Policies HL2 and EP11 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

5. Any application which seeks approval for the reserved matter of landscaping pursuant to condition 2 of this permission shall provide for a development which demonstrates compliance with the principles of the landscape strategy indicated the Indicative Layout Plan drawing number 001 revision 03 received on 7th November 2016. The scheme shall include, but not be limited to, the following details:
- a) retention of existing trees, hedgerows and other vegetation on/overhanging the site.
  - b) a compensatory planting scheme to replace any trees or hedgerows to be removed as part of the development.
  - c) Soft landscaped areas to provide an entrance to the development, linkages to the existing pond and countryside beyond.
  - d) the introduction of additional planting within the site which forms part of the internal development layout and does not fall within (1) to (3).
  - e) the type, size, species, siting, planting distances and the programme of planting of hedgerows, trees and shrubs. Reference should be made to paragraph 5.7 of the submitted Ecology Survey and Assessment (August 2016).
  - f) Enhancement measures of the pond as per 5.6.3 and 5.6.4 of the submitted Ecology Survey and Assessment (August 2016).

The approved landscaping scheme shall be carried out during the first planting season after the development is substantially completed and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that a suitable landscaped buffer is introduced between the site and adjoining land in order to soften the development's visual impact on the open countryside, and to ensure the introduction of appropriate compensatory landscaping and habitat replacement as part of the development, in accordance with Policies HL2, EP10, EP12, EP14, EP18, EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

6. Prior to commencement of the development hereby approved, details of finished floor levels and external ground levels for each plot shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: In order to ensure a satisfactory relationship between the new dwellings and between the development and surrounding buildings in the interests of residential and visual amenity and to minimise flood risk, in accordance with Policies HL2 and EP30 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

7. As part of any reserved matters application and prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the

public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Those details shall include, as a minimum:

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

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

Reason: To ensure that the development is not at risk of flooding and does not increase flood risk elsewhere, and that adequate measures are put in place for the disposal of foul and surface water, in accordance with Policies EP25 and EP30 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

8. None of the dwellings hereby approved shall be first occupied until details of a management and maintenance scheme for the surface water drainage system to be installed pursuant to condition 6 of this permission has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover the full lifetime of the drainage system and, as a minimum, shall include:

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

The drainage system shall thereafter be installed in accordance with the details and timetable contained within the approved scheme, and shall be managed and maintained as such thereafter.

Reason: To ensure that satisfactory measures are put in place for the management and maintenance of any surface water drainage system throughout the lifetime of the development, to

minimise the risk of flooding and to limit the potential for surcharging of the sewer network, in accordance with Policies EP25 and EP30 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

9. All detention basins and flow control devices/ structures are to be constructed and operational prior to the commencement of any other development and prior to any development phase.

Reason: To ensure site drainage during the construction process does not enter the watercourse at un-attenuated rate and to prevent the risk of flooding during the construction period, in accordance with Policies EP25 and EP30 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

10. There shall be no on site works, including site set up and the removal of any trees or shrubs until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The CMS shall include:

- a) arrangements for the parking of vehicles for site operatives and visitors.
- b) details of areas designated for the loading, unloading and storage of plant and materials.
- c) details of the siting, height and maintenance of any security hoarding.
- d) arrangements for the provision of wheel washing facilities for vehicles accessing the site.

Reason: In the interests of highway safety and general amenity of the area, in accordance with Policy HL2 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

11. Prior to commencement of the development hereby approved, a scheme to protect retained trees and hedgerow during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall indicate trees and hedgerow for retention and provide for a Construction Exclusion Zone around the Root Protection Areas of those trees/hedgerows identified as being retained. The Construction Exclusion Zone shall be provided in the form of protective fencing of a height and design which accords with the requirements BS 5837: 2012 and shall be maintained as such during the entirety of the construction period.

Reason: To protect existing trees and hedgerows on or overhanging the which are to be retained as part of the development, in accordance with Policy EP12 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

12. No clearance of trees and shrubs in preparation for or during the course of development shall take place during the bird nesting season (1st March - 31st August inclusive) unless an ecological survey has first been submitted to and approved in writing by the Local Planning Authority which demonstrates that the vegetation to be cleared is not utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance of trees and shrubs shall take place until a methodology for protecting nest sites during the course of the development has been submitted to and approved in writing by the Local Planning Authority. Nest site protection shall thereafter be provided in accordance with the duly approved methodology.

Reason: In order to prevent any habitat disturbance to nesting birds, in accordance with Policy EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

13. Construction of the development hereby permitted shall only take place between the hours of:

08:00 - 18:00 Monday to Friday.

09:00 - 13:00 Saturday.

There shall be no on site works on Sundays or Bank Holidays.

Reason: To safeguard the amenity of neighbouring residents, in accordance with Policy HL2 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

14. Prior to commencement of the development hereby approved, a scheme to safeguard the amenity of neighbouring residents from noise, dust and vibration during the period of construction shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be used throughout the construction process.

Reason: To protect the amenity of neighbours of the development, in accordance with Policies HL2 and EP26 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

15. There shall be no on site works, including any site clearance, ground works or site up, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP must include:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECOW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate protection of on site ecological features, in accordance with Policies HL2, EP18 and EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

16. Prior to occupation of the development hereby approved, a "lighting design strategy for biodiversity" for all areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:
1. identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
  2. show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To safeguard bat habitat on the site post construction, in accordance with Policies EP18 and EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the



National Planning Policy Framework.

17. There shall be no on site works, including any site clearance, ground works or site set up, until a Reasonable Avoidance Method Statement (RAMS) for the protection of amphibians during works on the site is submitted to and approved in writing by the Local Planning Authority. The approved RAMS shall be implemented for duration of all works on the site associated to the approved development.

Reason: To ensure adequate protection of on site ecological features, in accordance with Policies HL2, EP18 and EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

18. Prior to commencement of the development hereby approved, a scheme for the provision of bat boxes and bird nesting opportunities within the development shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to last occupation of the development and retained thereafter.

Reason: To ensure enhanced provision of bat and nesting bird habitat, in accordance with Policies HL2, EP18 and EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

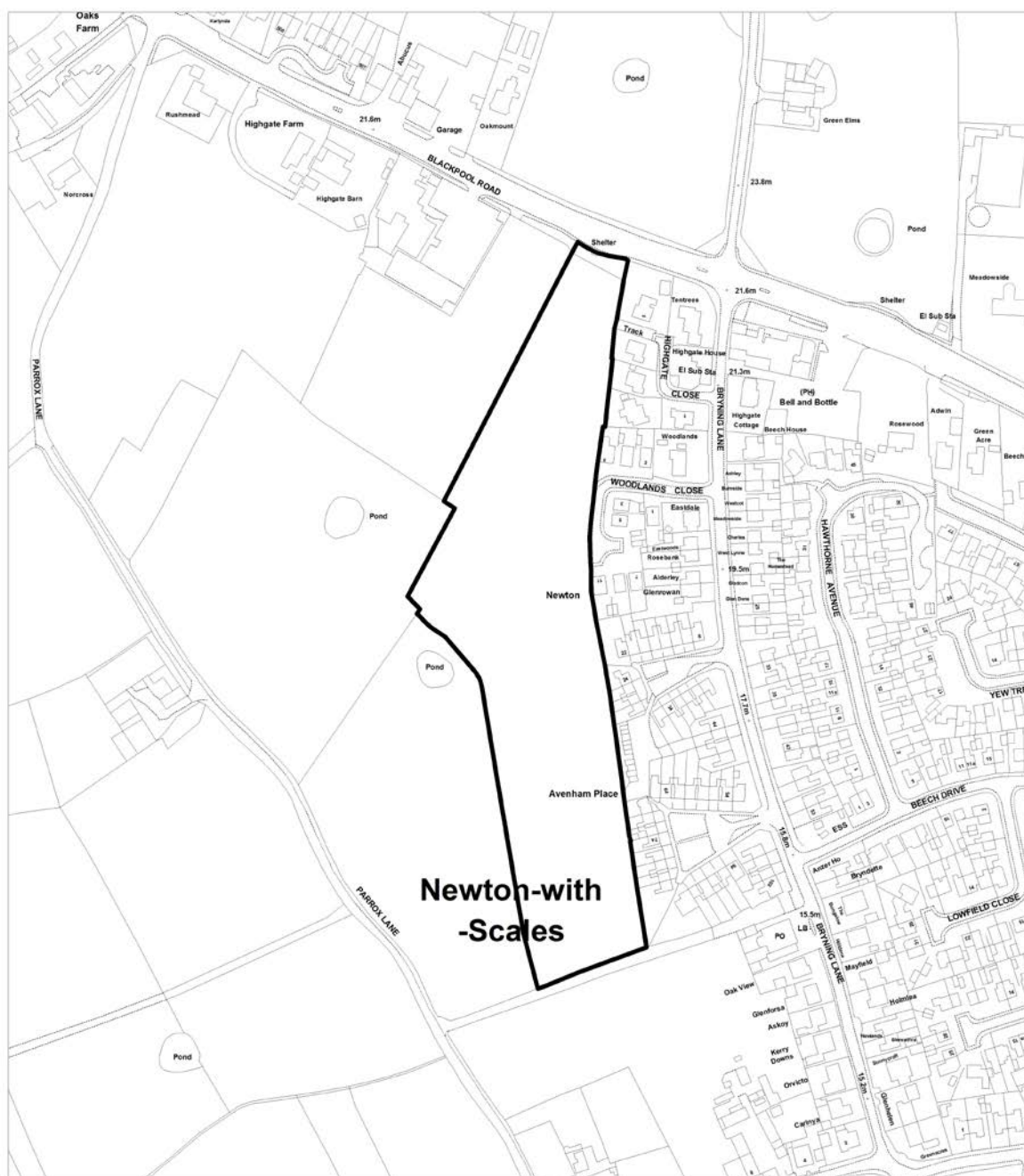
19. Prior to commencement of the development hereby approved, a scheme for the construction of the site access and the off-site works of highway improvement shall be submitted to and approved in writing by the Local Planning Authority. The off site highway works shall provide for the following:

- a) upgrading of the east and west bound bus stops on the A583 adjacent to the junction of Bryning Lane and the A583.
- b) upgrading of traffic signals at the junction of Bryning Lane and the A583, to include but not limited to, upgrading the traffic controller, tactile paving and nearside red/ green man indicators.

The approved works shall be implemented prior to first occupation of the development and retained thereafter.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any equivalent order following the revocation or re-enactment thereof) the site access visibility splay shall thereafter be kept free of any obstructions (including buildings, walls, fences, hedges, trees, shrubs or any other obstruction).

Reason: To ensure a satisfactory means of access and commensurate off site highway works relative to the impact of development, in accordance with Policy HL1 of the adopted Fylde Borough Local Plan as altered (October 2005) and the NPPF.



|                                       |   |  |                          |
|---------------------------------------|---|--|--------------------------|
| Development Services<br>Fylde Council |   | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                          |
| Application No.<br>5/16/0554          | Address<br>Land west of Woodlands Close, Newton | Grid Ref.<br>E.3444 : N.4310   | Scale<br>0 15 30 45 60 m |

**Item Number:** 4

**Committee Date:** 07 December 2016

|                               |  |                             |                          |
|-------------------------------|--|-----------------------------|--------------------------|
| <b>Application Reference:</b> | 16/0609  | <b>Type of Application:</b> | Full Planning Permission |
| <b>Applicant:</b>             | Conlon Living Ltd.   | <b>Agent :</b>              | Croft Goode Limited      |
| <b>Location:</b>              | BUSH NURSERIES, LAND OFF RUSKIN ROAD, FRECKLETON, PRESTON, PR4 1DR |                             |                          |
| <b>Proposal:</b>              | ERECTION OF 11 DWELLINGS WITH ASSOCIATED PARKING                   |                             |                          |
| <b>Parish:</b>                | FRECKLETON WEST  | <b>Area Team:</b>           | Area Team 1              |
| <b>Weeks on Hand:</b>         | 12   | <b>Case Officer:</b>        | Alan Pinder              |
| <b>Reason for Delay:</b>      | Not applicable   |                             |                          |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7524329,-2.8709063,286m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

#### **Summary of Officer Recommendation**

The application site is a former flower outlet and storage area in Freckleton. It currently benefits from an outline planning permission for the erection of 11 new dwellings and conversion/extension of the existing dwelling on site to form 3 dwellings to give a total of 14 properties (15/0088 refers). This application seeks full planning permission for the erection of 11 new dwellings, the layout of which differs slightly from that approved under 15/0088, without any works being proposed to the dwelling.

The site is located within the settlement where development is supported and is previously developed land that has residential properties on three sides and the health centre on the fourth. The principle of housing in such circumstances is acceptable and the design, scale, access and layout arrangements proposed are also acceptable. Accordingly the proposal is in compliance with the relevant policies of the Fylde Borough Local Plan and the guidance in the NPPF, and is recommended for approval.

#### **Reason for Reporting to Committee**

The proposal involves major development, and as officers are in support of the proposal it must be determined at Committee.

#### **Site Description and Location**

The site is located within Freckleton village and just off the main village thoroughfare (Lytham Road), approximately half way between Derwent Drive and Clitheroes Lane junctions with Lytham Road. The site is a former floristry retail premises with a large customer car parking area and measures approximately 80m x 40m. The site has an existing access from Ruskin Avenue at the north, and the

southern end of the site is a large detached dwelling ('The Refuge'), which is accessed from Douglas Drive. To the west is Freckleton Health Centre and to the east are the back gardens of houses on Bramwell Road. Ruskin Road serves the application site and two dwellings: No's 1 & 3 Ruskin Road.

### **Details of Proposal**

This application seeks full planning permission for the clearance of the site and the construction of 11 dwellings. These would comprise of 2 x detached dwellings, 6 x semi-detached dwellings, and a small terrace of 3 dwellings. All would be two storeys in height. The two detached dwellings would have integral garages and the overall site would provide 20 off street parking spaces. The dwellings would be accessed from Lytham Road via an extension to Ruskin Avenue which is a formed into a cul-de-sac with turning head and the dwellings arranged around. The dwellings would be red brick constructions and be of typical modern housing stock design.

### **Relevant Planning History**

| <b>Application No.</b> | <b>Development</b>   | <b>Decision</b> | <b>Date</b> |
|------------------------|--|-----------------|-------------|
| 15/0088                | PROPOSED VARIATION OF CONDITIONS 3 AND 16 ON PLANNING PERMISSION 13/0262. (CONDITION 3 CONFIRMS THE APPROVED PLANS AND CONDITION 16 RELATES TO PROVISION OF ACCESS TO LYTHAM ROAD)   | Granted         | 07/04/2015  |
| 13/0262                | OUTLINE APPLICATION FOR SUB-DIVISION OF EXISTING HOUSE (THE REFUGE) INTO 3 DWELLINGS, AND ERECTION OF 11 DWELLINGS TO REAR WITH ASSOCIATED GARAGING, PARKING AND LANDSCAPING. (ACCESS AND LAYOUT APPLIED FOR WITH ALL OTHER MATTERS RESERVED.) | Granted         | 31/07/2013  |

### **Relevant Planning Appeals History**

| <b>Application No.</b> | <b>Development</b>   | <b>Decision</b> | <b>Date</b> |
|------------------------|--|-----------------|-------------|
| 13/0262                | OUTLINE APPLICATION FOR SUB-DIVISION OF EXISTING HOUSE (THE REFUGE) INTO 3 DWELLINGS, AND ERECTION OF 11 DWELLINGS TO REAR WITH ASSOCIATED GARAGING, PARKING AND LANDSCAPING. (ACCESS AND LAYOUT APPLIED FOR WITH ALL OTHER MATTERS RESERVED.) | Allowed         | 05/12/2013  |

### **Parish/Town Council Observations**

**Freckleton Parish Council** notified on 15 September 2016 and comment *"The Parish Council Supports the application."*

### **Statutory Consultees and Observations of Other Interested Parties**

#### **BAe Systems**

No objections

**Ministry of Defence - Safeguarding**

No safeguarding objections

**Lancashire County Council - Highway Authority**

They comment on the application as follows:

*"LCC as highway authority have no objections to this application on highways grounds.*

*An existing outline consent approved the number of dwellings in principle and the access, including visibility splays, however I would point out that the access shown in drawing 16-2161-PN001 extends beyond the red line boundary of the application. And as such would need to be done through a S278 agreement with LCC and this should be conditioned.*

*LCC's Section 38 expert has pointed out that the current layout, as submitted in drawing 16-2161-PN001, fails to reach adoptable standards under a Section 38 agreement, this includes (but is not exclusive to)*

- a) 500mm service strip required opposite 4 – 9 (or 800mm if street lighting is added)*
- b) 2m service strip fronting 12 – 14 and 10 – 11, this cannot be behind private parking bays*
- c) Access Gates to "The Refuge" are marked as outwards opening*
- d) The parking spaces in front of 01 – 03 should have a 45degree splay at the ends to allow vehicles to manoeuvre in and out of them.*

*Where the applicant wishes to offer the road for adoption this should be done under a section 38 agreement with Lancashire County Council. The current highway layout may not be suitable for adoption and guidelines regarding acceptable prescribed highway adoptable layouts can be found on the Lancashire County Council Residential Road Design Guide and the Lancashire County Council Specification for Estate Roads 2011 edition. Some minor variations to these documents may be considered on a case by case basis but the emphasis will be on highway safety and maintenance.*

*If you are minded to accept this planning application I would kindly request that the following notes and conditions are attached to the permission."*

They then list standard notes and conditions associated with the legal requirements for working in the highway, to secure the details of the access and the ensure wheel washing is put in place.

**United Utilities - Water**

They confirm a lack of objection subject to the implementation of the site drainage in accordance with the submitted Flood Risk Assessment.

**Lancashire CC Flood Risk Management Team**

They raise no objections to the development subject to conditions including the provision of an appropriate surface water drainage scheme prior to development and mechanisms for its on-going maintenance.

**Regeneration Team (Trees)**

*"There are no trees of any merit here. Some isolated Leylandii, and one tree that has been recently felled, but that too appears to have been multi-stemmed and of no great amenity value. No objections."*

## Strategic Housing

They have provided the following comments on the application:

*“There will be a requirement for 30% affordable housing contribution on this site which equates to 3 units. The site is close to local facilities and amenities. Freckleton is in an area identified in the SHMA Analysis of Housing Need Addendum November 2014 determines that Kirkham/Wesham and Freckleton/Warton have the second highest levels of newly arising housing need at 89 new households per annum. The submission comments on adjoining sites and there will be an overall affordable housing contribution across the sites. The site has a mixture of housing types and the layout has smaller units at plots 7/8 and 10/14.”*

## Lancashire County Education Authority

An education request for 1 primary school place totalling £20,303.59 and 2 secondary school places totalling £26,949.06 is made.

## Neighbour Observations

Neighbours notified: 15 September 2016  
Number of Responses None

## Relevant Planning Policy

### Fylde Borough Local Plan:

|      |  |
|------|--|
| SP01 | Development within settlements                         |
| HL02 | Development control criteria for new housing proposals |

### Fylde Local Plan to 2032:

|     |  |
|-----|--|
| GD7 | Achieving Good Design in Development           |
| H2  | Density and Mix of New Residential Development |
| H4  | Affordable Housing                             |

### Other Relevant Policy:

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

## Site Constraints

None

## Environmental Impact Assessment

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

## Comment and Analysis

### Principle of Residential Development

The principle of residential development on this site has already been established by the granting of outline planning permission for 11 dwellings on 07 April 2015 (15/0088 refers), which is extant and so could be implemented at any time.

#### Design and Layout

The proposed dwellings would be of typical modern design, with red brick construction that would not appear at odds with the general domestic vernacular of this area of Freckleton. The proposed layout generally replicates that previously approved under 15/0088 but in this instance replaces the three pairs of semi-detached properties on the eastern boundary with two pairs of semis and two detached dwellings. This substitution of dwellings does not adversely impact on the overall layout, which is considered acceptable.

#### Neighbour Relationships

The site is adjacent to the health centre on the eastern side and takes advantage of this by placing the gable end of dwellings in close proximity to the boundary. Elsewhere, the site is tight to residential properties to the north, east and south. These generally back onto the site, with a couple of side-on relationships. It is considered that all these relationships are acceptable, although as a reflection of the tight relationships it is appropriate to remove future permitted development rights so that the scale of any extensions can be properly assessed.

#### Access and Parking

Access to the development site would be via the existing access from Ruskin Road. The junction of Ruskin Road and Lytham Road provides good visibility in both directions and there are no issues from the highway authority in this respect. The proposal provides for on street parking for No.93 Lytham Road and No's 1 & 3 Ruskin Road, and one off street parking space for No.93 Lytham Road. Whilst these alterations to Ruskin Road would not accord with adoptable standards they reflect the access arrangements previously supported by LCC Highways and approved under planning permission ref.15/0088. Accordingly the use of this access, together with the proposed alterations, is acceptable.

With regard to the internal road layout and parking arrangements LCC Highways have raised no objection but advise that some aspects of the layout fail to accord with adoptable standards. Whilst it would be best practise for the road to be built to adoptable standards it is not uncommon for small cul-de-sacs to be built to lesser standards and this is not an issue of overriding concern. The matters raised relates to the size of some parking bays and other relatively minor matters and so are not of a fundamental nature such as would be the case were emergency access to be unachievable for example.

#### Affordable Housing

The scale of the development is such that it is over the threshold where policy H4 of the emerging Fylde Local Plan to 2032 requires the provision of affordable housing. The developer asserts that the provision of affordable housing would result in the scheme being financially unviable, and has submitted a simple viability appraisal in support of the application. This appraisal is lacking in detail and hence is not considered to support the developer's assertion. However, this notwithstanding the application site still benefits from the extant previous permission (ref. 15/0088) for 11 dwellings, and under which no affordable housing provision was required due to the then threshold of the IHP not being exceeded. This viable fall-back position would allow the developer to achieve a greatly similar development and hence it is not considered that a requirement for this application to provide affordable housing could be legitimately requested in this case.

#### Public Open Space (POS) & S106 Contributions

Both policy TREC17 of the adopted Fylde Borough Local Plan and policy ENV4 of the emerging Fylde Local Plan to 2032 require the provision of POS for residential schemes of this scale. Where the development site is considered unsuitable for the provision of on-site POS then a financial contribution towards the provision or improvement of nearby POS. However, given that no POS was required for the previous, and still extant, permission (15/0088) for 11 dwellings it is considered that, as discussed above under affordable housing, the requirement for POS contributions could not reasonably be requested for this proposal.

This application has also resulted in a request for a contribution towards education contributions from LCC. No such contributions were requested by LCC for the previous permission for 11 dwellings and given that this permission remains extant it is not believed that contributions could legitimately be requested for this application.

### **Conclusions**

The proposal involves the redevelopment of a vacant site in Freckleton that formerly in use for the retail of flowers. The site is located within the settlement where development is supported and is previously developed land that has residential properties on 3 sides and the health centre on the fourth. The principle of housing in such circumstances is acceptable and the design, scale, access and layout arrangements proposed are also acceptable. Accordingly the proposal is in compliance with the relevant policies of the Fylde Borough Local Plan and the guidance in the NPPF, and is recommended for approval.

### **Recommendation**

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the following details:

#### **Approved plans:**

- Location Plan - Dwg no. 16-2161-PN004 Rev A
- Proposed Site Layout - Dwg no. 16-2161-PN001 Rev A
- Topographical Site Survey - Dwg no. 16-2161-PN005
- Proposed House Types - Dwg no. 16-2161-PN002 Rev A
- Proposed House Types Floor Plans Sheet 1 - Dwg no. 16-2161-PN006
- Proposed House Types Floor Plans Sheet 2 - Dwg no. 16-2161-PN007
- Proposed House Types Floor Plans Sheet 2 - Dwg no. 16-2161-PN008
- Proposed House Types Floor Plans Sheet 2 - Dwg no. 16-2161-PN009
- Proposed Elevations - Dwg no. 16-2161-PN010

#### **Supporting Reports:**

- Design and Access Statement produced by Croft Goode - ref. 16 2161 PN901
- Planning Statement produced by Shepherd Planning, dated August 2016
- Flood Risk Assessment & Drainage Strategy - Ref No. G2331-FRA-01, dated 13th September



2016 and prepared by PSA Design.

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

3. Prior to the commencement of any development hereby approved a schedule of all materials to be used on the external walls and roofs of the approved dwellings shall be submitted to and approved in writing by the Local Planning Authority. This specification shall include the size, colour and texture of the materials and shall be supported with samples of the materials where appropriate. Once this specification has been agreed it shall be utilised in the construction of the dwellings and only varied with the prior written consent of the Local Planning Authority.

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

4. Prior to the commencement of any development hereby approved a schedule of all hard surfacing materials to be used on the access roads, driveways, paths and any other hard surfaced areas within the development shall be submitted to and approved in writing by the Local Planning Authority. This specification shall include the size, colour and texture of the materials and shall be supported with samples of the materials where appropriate. Once this specification has been agreed it shall be utilised in the construction of the dwellings and only varied with the prior written consent of the Local Planning Authority.

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

5. Prior to the commencement of any development hereby approved, a schedule of all boundary treatments around the site perimeter, between individual neighbouring plots and between plots and the internal roadway shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in full accordance with this approved schedule of boundaries.

To provide an appropriate finished appearance of the development and to maintain an appropriate level of privacy between dwellings as required by Policy HL2 of the Fylde Borough Local Plan.

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

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

7. Prior to the first occupation of any dwelling on the site, details shall be submitted to and approved in writing by the Local Planning Authority of the on-going maintenance of the communal areas of internal access roads and footways, areas of landscaping and all associated features such as streetlighting, signage, drains and boundary treatments that lie within these areas. The

development shall thereafter be maintained in accordance with the approved schedule of maintenance.

To ensure that the development is implemented and maintained to a satisfactory degree into the future.

8. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Classes A, B, C, D, E & F of the Town and Country Planning General Permitted Development Order 2015 [or any Order revoking or re-enacting that Order], no further development of the dwelling[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

|     |                             |
|-----|-----------------------------|
| A   | House Extensions.           |
| B&C | Roof Extensions/alterations |
| D   | Porches                     |
| E   | Curtilage buildings         |
| F   | Hardstanding                |
| G   | Flues and Chimneys          |
| H   | Satellite antenna]          |

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

9. Notwithstanding the provision of Classes A & B of Part 2 to Schedule 2 in Article 3 of the Town and Country Planning General Permitted Development Order 2015 [or any Order revoking or re-enacting that Order], no further development of the dwelling[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

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

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

10. Prior to any on site construction a Construction Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Plan is to include method and details of construction; including vehicle routing to the site, construction traffic parking and any temporary traffic management measures, times of construction, access and deliveries. Such a Construction Plan is to be implemented and adhered to during the construction of the development.

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

11. Prior to the commencement of development, a detailed levels plan indicating the existing and proposed ground levels and proposed finished floor levels throughout the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with this plan, unless variations from it are previously agreed in writing by the Local Planning Authority.

To ensure the site is constructed in a manner that ensure a satisfactory relationship with neighbouring dwellings and the land is appropriately drained as required by Policy HL2 and EP30 of the Fylde Borough Local Plan

12. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment & Drainage Strategy (Ref No. G2331-FRA-01, Dated 13th September 2016) which was prepared by PSA Design. No surface water will be permitted to drain directly or indirectly into the public combined sewer. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum:
- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
  - b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate.
  - c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
  - d) Flood water exceedance routes, both on and off site;
  - e) A timetable for implementation, including phasing as applicable;
  - f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
  - g) Details of water quality controls, where applicable.

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

Reason: To ensure that the proposed development can be adequately drained, that there is no flood risk on or off the site resulting from the proposed development, and that water quality is not detrimentally impacted by the development proposal

13. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:
- a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
  - b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

- a. on-going inspections relating to performance and asset condition assessments
- b. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) means of access for maintenance and easements where applicable.

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

Reason: To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development, and to reduce the flood risk to the development as a result of inadequate maintenance

14. All attenuation storage systems and flow control devices/structures are to be constructed and operational prior to the commencement of any other development and prior to any development phase.

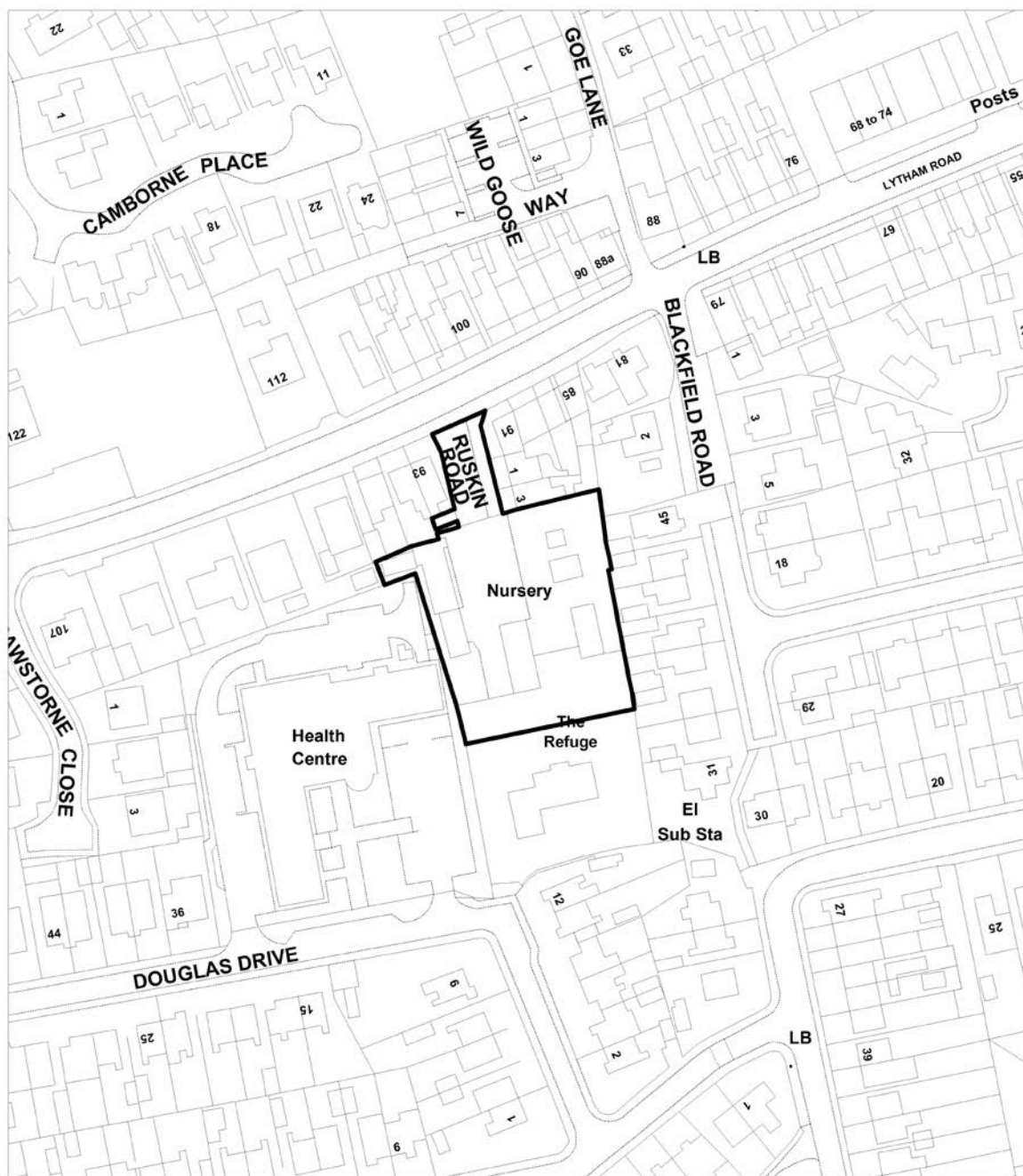
Reason: To ensure site drainage during the construction process does not enter the watercourses at un-attenuated rate, and to prevent a flood risk during the construction of the development

15. No part of the development hereby approved shall commence until a detailed scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority. This scheme shall be based on the details shown on the approved site layout plan defined in condition 3, and shall include the improved width of the access way, the construction of footways at both sides of this access way, and their connection to the existing footpath network on Lytham Road, the appropriate lighting of this access way, and the introduction of appropriate drainage. The scheme shall also include phasing arrangement for these works and shall be implemented in accordance with this agreed phasing.

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

16. Prior to the commencement of any development hereby approved, a detailed scheme for the upgrading of the two bus stops closest to the site (on the north and south sides of Lytham Road) to Quality Bus Stop standard shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented prior to the first occupation of any of the approved dwellings.

To secure appropriate improvements to the highway network around the site to encourage sustainable transport as required by Policy HL2 of the Fylde Borough Local Plan.



|                                       |  |  |                         |
|---------------------------------------|--|--|-------------------------|
| Development Services<br>Fylde Council |  | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                         |
| Application No.<br>5/16/0609          | Address<br>Bush Nurseries, Land off Ruskin Road,<br>Freckleton | Grid Ref.<br>E.3426 : N.4288   | Scale<br>0 6 12 18 24 m |

**Item Number:** 5

**Committee Date:** 07 December 2016

|                               |  |                             |                                   |
|-------------------------------|--|-----------------------------|-----------------------------------|
| <b>Application Reference:</b> | 16/0639  | <b>Type of Application:</b> | Full Planning Permission          |
| <b>Applicant:</b>             | RP Tyson Construction  | <b>Agent :</b>              | Smith & Love Planning Consultants |
| <b>Location:</b>              | THE GABLES, 35-39 ORCHARD ROAD, LYTHAM ST ANNES, FY8 1PG   |                             |                                   |
| <b>Proposal:</b>              | ERECTION OF FOUR STOREY BUILDING PROVIDING 19 NO. APARTMENTS WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING |                             |                                   |
| <b>Parish:</b>                | CENTRAL  | <b>Area Team:</b>           | Area Team 2                       |
| <b>Weeks on Hand:</b>         | 16   | <b>Case Officer:</b>        | Rob Clewes                        |
| <b>Reason for Delay:</b>      | Design Improvements  |                             |                                   |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7491668,-3.0281729,286m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

#### **Summary of Officer Recommendation**

The application site is a broadly rectangular area of land that is located outside of, but in close proximity to, the town centre of St Annes. Surrounding land uses are mixed with some residential properties and office uses including the Job Centre which is opposite in a large four storey building. The site has frontage to Orchard Road and is on the corner with Richmond Road and is accessed from Richmond Road. The existing site is currently undeveloped except for the base of the previously approved development ref: 05/0648.

The application is for full planning permission for the erection of a four-storey block of flats comprising of 19 x two bed units. The proposed development is arranged in an appropriate layout within the development site and when viewed from off site, and it creates no concerns over its relationship to off-site neighbouring properties or the streetscene.

The proposal offers a good opportunity to redevelop a brownfield settlement site that is well related to existing shops and other services for residential properties. The scheme satisfies all elements of Policy HL2 relating to new residential development and HL6 relating to the design of residential estates and is in compliance with the provision of the NPPF. As such it is recommended that the Committee support the application.

It would be usual for developments of this scale to provide contributions towards affordable housing and other infrastructure matters. This scheme does not do so as it has been confirmed that contributions have been made as a result of the previous approval ref: 05/0648 therefore accordingly the recommendation to Committee is that planning permission be granted without any such contributions.

### **Reason for Reporting to Committee**

The application involves major development and so the Scheme of Delegation requires that the decision on the application is made by the Development Management Committee.

### **Site Description and Location**

The Gables site is on the corner of Orchard Road and Richmond Road, near to St Annes town centre and so is close to local amenities. It is also a transitional site in that it is located prominently between the quieter residential area to the southeast and the commercial area to the northwest. The commercial buildings opposite dominate the site itself but in terms of the scale of adjacent properties it sits well in its environment. Orchard Road and Richmond Road in terms of their appearance are principally late Edwardian Streets and present a rhythmic form of development consistent with the fashion of the times. The current condition of the site detracts from the surroundings as it has lain undeveloped for many years following the demolition of the previous building on site, except for the constructed base of a previously approved scheme as a result of previous consent ref: 05/0648.

### **Details of Proposal**

The proposal is for the construction of a modern block of 19 apartments. The development is 4 storeys in height with a flat roof with its overall height being 11.6m. The proposed building would be a landmark building holding the corner of Richmond Road and Orchard Road. Whilst it is a single building, the foot print consists of two parts, the element fronting Orchard Road (33.2m by 10.4m) and the element fronting Richmond Road (10.4m by 13m). In terms of its scale and massing it reflects the different characters of modern commercial buildings opposite the site whilst preserving the rhythmic qualities of Edwardian properties along Orchard Road. 19 car-parking spaces are provided served from an access off Richmond Road.

### **Relevant Planning History**

| Application No. | Development  | Decision                    | Date       |
|-----------------|--|-----------------------------|------------|
| 05/0648         | DEMOLITION OF EXISTING HOTEL, NEW BUILD OF 19, 2 BED UNITS AND APARTMENTS IN 4 STOREY BLOCK, WITH GLAZED LOBBY AND 19 CAR PARKING SPACES. INCLUDING 2 AFFORDABLE UNITS. TO BE DEVELOPED IN CONJUNCTION WITH APPN NO 5/05/0647 - ROCK FACTORY, REAR OF 79-89 ST ALBANS ROAD, ST ANNES | Granted with S106 agreement | 05/10/2006 |
| 93/0582         | C/U OF 41 ORCHARD ROAD FROM REST HOME TO HOTEL AND TWO STOREY LINK EXTN BETWEEN NO 41 AND EXISTING HOTEL AT 35, 37, 39 ORCHARD ROAD  | Granted                     | 10/11/1993 |

### **Relevant Planning Appeals History**

None

### **Parish/Town Council Observations**

St Anne's on the Sea Town Council notified on 07 September 2016 and comment:

*"The Town Council would like to see the use of solar panels to support sustainability as per the policies in the emerging Neighbourhood Plan".*

### **Statutory Consultees and Observations of Other Interested Parties**

#### **Lancashire County Council - Highway Authority**

Raise no objections subject to standard comments about ensuring parking is surfaced and the access is properly constructed.

#### **Strategic Housing**

No objections to lack of affordable housing provision as it was secured via previous approval ref: 05/0648.

#### **LCC Contributions**

Contribution required towards 1 Primary School place and 1 Secondary School place totalling £20,303.59 and £13,474.53 respectively.

#### **Lancashire CC Flood Risk Management Team**

No objections subject to standard conditions.

#### **United Utilities - Water**

No objections subject to standard conditions.

### **Neighbour Observations**

|                                |                          |
|--------------------------------|--------------------------|
| <b>Neighbours notified:</b>    | 07 September 2016        |
| <b>Amended plans notified:</b> | 21 November 2016         |
| <b>Site Notice Date:</b>       | 30 September 2016        |
| <b>Press Notice Date:</b>      | 15 September 2016        |
| <b>Number of Responses</b>     | 2 responses received     |
| <b>Summary of Comments</b>     | Letters raise objection: |

- Building is too high
- Loss of privacy
- Design is not in keeping with surrounding area
- Proposed off street parking is not sufficient
- Strain on utilities
- St Annes is a holiday town and new buildings should not detract from this

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|        |  |
|--------|--|
| SP01   | Development within settlements                         |
| HL02   | Development control criteria for new housing proposals |
| HL06   | Design of residential estates                          |
| TREC17 | Public Open Space within New Housing Developments      |

#### **Fylde Local Plan to 2032:**

|     |                       |
|-----|-----------------------|
| GD1 | Settlement Boundaries |
|-----|-----------------------|



|      |   |
|------|---|
| GD7  | Achieving Good Design in Development                |
| ENV4 | Provision of New Open Space                         |
| H1   | Housing Delivery and the Allocation of Housing Land |
| H2   | Density and Mix of New Residential Development      |
| H4   | Affordable Housing                                  |
| T5   | Parking Standards                                   |

**Other Relevant Policy:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

**Site Constraints**

None

**Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

**Comment and Analysis**

Policy Background

The site is located within the settlement boundary where the principle of residential development is accepted under Fylde Borough Local Plan Policy SP1 and emerging Fylde Local Plan to 2032 Policy GD1. Policy HL2 of the FBLP and H2 of the FLP32 provides the development control criteria for housing proposals, which seeks to ensure, amongst other things, that proposals are acceptable in design terms, do not adversely affect neighbouring amenity, are compatible in land use terms, are situated in sustainable locations, are acceptable in highways safety terms and maintain or enhance local biodiversity.

The site is within an area designated as a Secondary Holiday Area within the Fylde Borough Local Plan. Policy TREC2 allows for development that is compatible with a residential area. The majority of buildings within the immediate locale are used for residential purposes and therefore the use of the site for residential purposes is considered acceptable. Furthermore the proposed holiday area within the emerging Fylde Borough Local Plan to 2032 omits this area from the designated holiday area.

Within the Core Planning Principles of the NPPF encouragement is given for the effective reuse of previously developed land provided that it is not of high environmental value. With the council's on-going shortfall of housing supply (currently 4.8 years) it is imperative that sites which are brownfield and in accessible settlement locations are brought forward to meet that supply unless there are compelling reasons why not. This site is classed as previously development land, and is not of high environmental value. It is located near to public transport routes and community facilities such as a Medical Centre (0.5 miles) and a Primary School (0.2 miles) and is close to the town centre (0.2 miles). This makes it a site where the principle of residential development should be supported, subject to the detailed considerations in the remainder of this report, so as to assist in achieving a five year housing supply.

Design and impact to the street scene

As part of the assessment of the application officers secured revised plans proposing a broader pallet of materials and reducing the overall scale of the building by altering the roof style to closer

reflect the previously approved scheme. The assessment below is of the revised plans.

The proposed development is designed in a contemporary style reflecting, to a degree, the style of the recently approved alterations to Westmorland House (Job Centre) on Orchard Road. The proposed building is larger than the previous building that stood on the site and is taller and generally larger than the traditional residential properties which abut the site. However its size and general massing are considered acceptable as the site is on a highly visible corner and therefore in terms of urban design it should be expected that any building on a plot such as this would be more imposing than those that only front onto the road. In addition, its size and appearance relate well with the other focal point buildings in this locale such as Westmorland House (due to be refurbished) and the Synagogue. The proposed materials are considered appropriate and the pallet of materials will create an interesting focal point within the street scene.

The general appearance and setting is considered appropriate and the design is of a good standard that will enhance and compliment the surrounding area. The design and style of the properties is considered to comply with criterion 2 and 3 of Policy HL2 of the Fylde Borough Local Plan and criterion a, c and l of Policy GD7 of the emerging Fylde Borough Local Plan to 2032.

#### Impact to neighbouring amenity

The nearest neighbouring residential properties are the existing dwellings/flats which abut the northeast and southeast boundaries of the site on Richmond Road and Orchard Road. Further residential properties also face the site on the opposite side of Orchard Road. It is considered that the proposal will not have a detrimental impact on the amenity of these neighbouring properties.

The separation distance between the nearest elevation and the facing side elevation of No.21 Richmond Road is 13m. This separation distance is considered sufficient to ensure that any overbearing or loss of light would be minimal and comparable to that which was previously approved under application ref: 05/0648. The proposed windows in the elevation face onto the main side elevation of No.21 which does contain two ground floor windows. However the separation distance and that the majority of windows for the flats in this section of the development face onto Richmond Road means that any loss of privacy will be minimal.

The nearest neighbouring property No.41 Orchard Road, to the southeast, will receive an increase in mass and bulk due to the proximity of the development to the side elevation. This level of overbearing is however considered acceptable as the majority of the impact is on the main side elevation which does not contain any primary windows. Due to the orientation of the properties there will be minimal loss of light with any impact being during the later hours of the day. This level of impact is considered acceptable. There will be minimal loss of privacy as the side elevation windows face onto the main side elevation of the neighbouring property and the rear elevation windows face into the proposed car park area for the development.

The neighbouring properties, facing the development, on the opposite side of Orchard Road will not suffer a detrimental impact to their amenity in terms of overbearing nor loss of privacy as the separation distance of 21m from front elevation to front elevation is considered sufficient to mitigate any impact. There will be no loss of light as these neighbouring properties are to the south of the proposed development.

The proposal is therefore considered to comply with criterion 4 of Policy HL4 and criterion b of the emerging Fylde Borough Local Plan to 2032.

#### Access/Impact to highway safety

The proposed development is accessed off Richmond Road via an existing access point. The Lancashire County Council Highways surveyor has confirmed that the proposed access, layout, including turning areas are acceptable and that the site can provide a safe and suitable access to that road. The development proposes 1 off street parking spaces per unit with dedicated cycle storage also on site and this level of provision is acceptable.

There are no highway safety implications from the development which is in accordance with criterion 9 of Policy HL2 of the Fylde Borough Local Plan subject to conditions to ensure that the development is appropriately implemented and parking areas provided.

#### Developer Contributions

The application site was subject to a previously approved application (ref: 05/0648) and works have commenced on this scheme. The consent included the benefit of a signed section 106 agreement to include various contributions including Public Open Space and affordable housing to be provided off site at the former Rock Works site on Carlton Road. It has been confirmed that all required payments along with the agreed affordable housing has been provided and therefore no further contributions are required for this application. Although there has been a request from LCC Education for a contribution towards school places with this application it is considered that the Council cannot reasonably expect to make a request from the developer as the previous permission has been implemented and this did not require any contributions towards education.

#### Conclusions

The application site is a broadly rectangular area of land that is located outside of, but in close proximity to, the town centre of St Annes. Surrounding land uses are mixed with some residential properties and office uses including the Job Centre which is opposite in a large four storey building. The site has frontage to Orchard Road and is on the corner with Richmond Road and is accessed from Richmond Road. The existing site is currently undeveloped except for the base of the previously approved development ref: 05/0648.

The application is for full planning permission for the erection of a four-storey block of flats comprising of 19 two bed units. The proposed development is arranged in an appropriate layout within the development site and when viewed from off site, and it creates no concerns over its relationship to off-site neighbouring properties.

The proposal offers a good opportunity to redevelop a brownfield settlement site that is well related to existing shops and other services for residential properties. The scheme satisfies all elements of Policy HL2 relating to new residential development and HL6 relating to the design of residential estates and is in compliance with the provision of the NPPF. As such it is recommended that the Committee support the application.

It would be usual for developments of this scale to provide contributions towards affordable housing and other infrastructure matters. This scheme does not do so as it has been confirmed that contributions have been made as a result of the previous approval ref: 05/0648 therefore accordingly the recommendation to Committee is that planning permission be granted without any such contributions.

#### Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the following details:

Approved plans:

- Location Plan - 15-2061-PN005
- Site Plan - 15-2061-PN001 Rev C
- Proposed Elevations - 15-2061-PN003 Rev C
- Proposed Elevations 2 - 15-2061-PN007 Rev A
- Proposed Floor Plans - 15-2061-PN002 Rev B
- Proposed Street Scene - 15-2061-PN006 Rev B

Supporting Reports:

- Design and Access Statement

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

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

Reason: To ensure that the materials have a satisfactory appearance.

4. Prior to the first occupation of any of the units, the access, turning and parking areas shall be implemented and laid out in full in accordance with the approved details shown on submitted plan ref: 15-2061-PN001 Rev C, with those areas thereafter retained available for the parking of motor vehicles.

Reason: In order to ensure the provision of adequate off street car parking that is in keeping with the character of the area.

5. Notwithstanding any denotation on the approved plans details of all boundary treatments and other means of enclosure (including the access gates, cycle and bin stores), including their means of construction, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any built development on site. Thereafter only those approved details shall be used in the development unless otherwise agreed in writing with the Authority.

Reason: To ensure a satisfactory standard of development.

6. Prior to the commencement of works samples/details of all hard and soft landscape works shown on plan ref: 15-2061-PN001 Rev C (including the access driveway of the site and parking areas) shall be submitted to and confirmed in writing by the Local Planning Authority. The works shall be carried out using the agreed materials.

Reason: To ensure a satisfactory appearance.

7. Prior to the commencement of development a scheme for the disposal of foul and surface waters for the entire site, based on the hierarchy of drainage options in the National Planning Practice Guidance and sustainable drainage principles, shall be submitted to and approved in writing by the

Local Planning Authority. For the avoidance of doubt, surface water must drain separate from the foul and no surface water will be permitted to discharge directly or indirectly into existing foul, combined or surface water sewerage systems. The scheme shall, as a minimum, include the following:

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

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

Reason In order to ensure adequate and proper drainage of the site.

- 8. Prior to the commencement of development a scheme outlining details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall, as a minimum, include:
  - a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company.
  - b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
    - i. on-going inspections relating to performance and asset condition assessments.
    - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
  - c) Means of access for maintenance and easements where applicable.

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

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

9. Prior to the commencement of development a detailed scheme for the design of the revised site access shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the access with, kerb alternations, surfacing and other such engineering matters along with a phasing scheme for the implementation of these works. The approved scheme shall be implemented as part of the development in accordance with the approved phasing scheme

Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site in accordance with Policy HL2 of the Fylde Borough Local Plan.

10. No development shall take place, nor any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a. the identification of the site access for construction traffic,
- b. the timing of the provision, and standard of construction, of the site access for construction traffic,
- c. times of construction activity at the site,
- d. times and routes of deliveries to the site,
- e. the parking of vehicles of site operatives and visitors,
- f. loading and unloading of plant and materials,
- g. storage of plant and materials used in constructing the development,
- h. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- i. wheel washing facilities, including details of how, when and where the facilities are to be used'
- j. measures to control the emission of dust and dirt during construction,
- k. measures to control the generation of noise and vibration during construction to comply with BS5228:2009
- l. a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To ensure the development is implemented without compromising residential amenity or highway / pedestrian safety.



|                                       |   |  |                             |
|---------------------------------------|---|--|-----------------------------|
| Development Services<br>Fylde Council |   | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                             |
| Application No.<br>5/16/0639          | Address<br>The Gables, 35-39 Orchard Road,<br>Lytham St Annes | Grid Ref.<br>E.3322 : N.4286   | Scale<br>0 6 12 18 24 m<br> |

**Item Number:** 6

**Committee Date:** 07 December 2016

|                               |  |                             |                                   |
|-------------------------------|--|-----------------------------|-----------------------------------|
| <b>Application Reference:</b> | 16/0715  | <b>Type of Application:</b> | Full Planning Permission          |
| <b>Applicant:</b>             | J Wareing and Sons Ltd   | <b>Agent :</b>              | Acland Bracewell<br>Surveyors Ltd |
| <b>Location:</b>              | WAREINGS, BLACKPOOL ROAD, KIRKHAM, PRESTON, PR4 2RJ  |                             |                                   |
| <b>Proposal:</b>              | ERECTION OF EXTENSION TO FABRICATION SHOP AND PAINT SHOP, FOLLOWING<br>DEMOLITION OF EXISTING LEAN-TO. |                             |                                   |
| <b>Parish:</b>                | WARTON AND WESTBY  | <b>Area Team:</b>           | Area Team 1                       |
| <b>Weeks on Hand:</b>         | 12   | <b>Case Officer:</b>        | Claire Booth                      |
| <b>Reason for Delay:</b>      | Not applicable   |                             |                                   |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7853018,-2.9139033,286m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

#### **Summary of Officer Recommendation**

The site comprises 'Wareings Buildings'. The business manufactures and supplies steel framed buildings for the agricultural and industrial sectors and is utilised for B1, B2 and B8 uses.

Permission is sought for two buildings to enable the business to expand. One building will infill a gap between two blocks of buildings to enable the business to house a shot blasting machine. The second building seeks to extend the existing fabrication workshop located at the southern end of the site.

Both buildings will have the same scale, design, and materials as the existing group of industrial buildings on the site. Therefore, the buildings will integrate well in to the group. Approval of the application is therefore recommended.

#### **Reason for Reporting to Committee**

The application constitutes a Major application and therefore under the Council's scheme of delegation it is necessary for a recommendation to support the application to be considered by the Development Management Committee.

#### **Site Description and Location**

The site comprises 'Wareings Buildings'. The business manufactures and supplies steel framed buildings for the agricultural and industrial sectors and is utilised for B1, B2 and B8 uses. The business employs sixty people.

The site equates to approximately 3.5 hectares and contains a collection of portal frame buildings, offices with associated areas of hardstanding used for storage, access and car parking and employs



approximately sixty people.

The site is located in a countryside area along the A583 (Blackpool Road), running between Kirkham and Blackpool.

### **Details of Proposal**

Permission is sought for two buildings which will provide approximately 1100m<sup>2</sup> of additional employment space.

The first building follows the demolition of an existing lean-to building attached to an existing Paint Shop on site and involves the erection of a steel portal extension to house a shot blasting machine.

The building will effectively infill the gap between two existing buildings that are used as a Paint Shop and for wood preparation purposes. The proposed building will have the same depth and eaves and ridge height of the two buildings it will adjoin and a length of 24m to bridge the gap.

The second building seeks permission for an extension to a building used as a fabrication workshop. This building will project 30.5m beyond the rear elevation of the southernmost buildings on the site and would have a width of 19.35m. The eaves and ridge heights will equal those of the existing group at 6.7m and 8.8m respectively.

Both extensions will be constructed in materials to match the colour and materials of the existing nucleus of buildings which are generally green clad portal frame buildings with concrete panel dwarf walls.

### **Relevant Planning History**

| <b>Application No.</b> | <b>Development</b>   | <b>Decision</b>        | <b>Date</b> |
|------------------------|--|------------------------|-------------|
| 16/0680                | STEEL PORTAL FRAMED BUILDING TO BE USED AS HERITAGE CENTRE   | Under consideration    |             |
| 13/0537                | TO INSTALL A GROUND MOUNTED SOLAR PV SYSTEM ON LAND TO THE SIDE  | Granted                | 18/11/2013  |
| 10/0173                | ERECTION OF 2 GROUND MOUNTED WIND TURBINES (RE-SUBMISSION OF 09/0387)  | Withdrawn by Applicant | 01/10/2010  |
| 09/0387                | ERECTION OF 2 GROUND MOUNTED WIND TURBINES (ELECTRICITY GENERATORS)  | Withdrawn by Applicant | 17/08/2009  |
| 06/0252                | AMENDMENT TO PREVIOUSLY APPROVED APPLICATION FOR THE RE-DEIGN OF FABRICATION BUILDINGS.  | Granted                | 06/06/2006  |
| 04/0801                | INSTALLATION OF 2NO. 5000 LITRE UNDERGROUND DIESEL STORAGE TANKS AND ONE 9000 LITRE UNDERGROUND FORECOURT INTERCEPTOR  | Granted                | 09/09/2004  |
| 03/1018                | CHANGE OF USE OF AGRICULTURAL LAND TO EXTEND INDUSTRIAL SITE, ERECTION OF ANCILLARY FABRICATION SHOP, PAINT STORE, JOINERS WORKSHOP, STORAGE BUILDINGS, WOOD PREP, OFFICES, NEW ACCESS, PARKING AND LANDSCAPING. | Granted                | 23/02/2004  |

### **Relevant Planning Appeals History**

None

### **Parish/Town Council Observations**

**Westby with Plumpton Parish Council** notified on 19 September 2016 and comment:

"The parish council has no objection to the proposed planning application and, therefore, recommends approval."

### **Statutory Consultees and Observations of Other Interested Parties**

Lancashire County Council as highway authority have no objections to this application on highway grounds.

Lead Local Flooding Authority – comment that consultation with them is not required.

### **Neighbour Observations**

|                             |                   |
|-----------------------------|-------------------|
| <b>Neighbours notified:</b> | 19 September 2016 |
| <b>Site Notice Date:</b>    | 02 November 2016  |
| <b>Press Notice Date:</b>   | 10 November 2016  |
| <b>Number of Responses</b>  | None              |

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|      |  |
|------|--|
| SP02 | Development in countryside areas                 |
| EMP3 | Business & industrial uses outside defined areas |

#### **Fylde Local Plan to 2032:**

|      |  |
|------|--|
| EC1  | Overall Provision of Empty Land and Existing Sites |
| ENV1 | Landscape  |
| GD7  | Achieving Good Design in Development               |

#### **Other Relevant Policy:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

#### **Site Constraints**

Within countryside area

### **Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

### **Comment and Analysis**

#### **Principle of development**

In assessing the proposal it is imperative to establish whether, in principle, the development would be considered acceptable in light of current and emerging policy considerations, whilst fully considering the proposal against the aims and objectives of the National Planning Policy Framework (NPPF).

Under the adopted local plan, the application site is an unallocated Employment Site within the Countryside. The two buildings proposed are within the defined boundaries of the site. Policies EMP3 and SP2 of the Fylde Borough Local Plan are therefore applicable. Policy SP2 concerns itself with ensuring development within the countryside is appropriate and does not harm visual amenity. Policy EMP3 deals with business and industrial areas outside the defined areas. It recognises some businesses are located within rural areas and is supportive of proposals that are of a scale appropriate to the character, location and setting of the area.

The emerging Fylde Local Plan to 2032 identifies the site as an allocated Employment Site (Policy EC1) within the Countryside (Policy GD4). Policy GD7 of this emerging plan concerns itself with general design matters and the impact of development on the local environment.

Both adopted and emerging local policies are considered to be consistent with the aims and objectives of the National Planning Policy Framework. The NPPF dedicates a specific section to the rural economy and says that Local Plan policies should support economic growth in rural areas in order to create jobs by taking a positive approach to sustainable new development.

Both local and national policies therefore support the expansion of this business which manufactures and supplies steel framed buildings for the agricultural and industrial sectors in principle subject to all other considerations being acceptable.

#### Design and effect on visual amenity

The buildings located along the western boundary of the site are seen in three blocks when viewing the site from both the B5260 Fox Lane Ends and Blackpool Road.

A lean-to addition is to be demolished to enable the erection of Building One. This building will infill a gap between two existing groups of buildings. The proposed building will match the depth of the adjoining buildings their eaves and ridge height. The proposed building will then effectively enclose the gap between the two building groups. This infill extension will be constructed in materials to match the existing buildings and will thus not be detrimental to visual amenity.

The second building will project approximately 24 metres from the rear of a group of three buildings which exist at the southern end of the building group on the site. The building will be within the yard area of the site which tapers at this end of the site. Whilst this is the case, the proposed building but will be seen as extension to the built form on site. In views from the A583 Blackpool Road, when travelling along the highway, the effect on visual amenity will not be significantly harmed. The extension of the built form on site however will mainly be visible from the B5260 Fox Lane Ends over the fields. The size and scale of the building will be similar to that of existing buildings and the proposed matching materials will ensure the building will not appear incongruous within the landscape and will appear part of the existing building complex. Both of these factors will thereby ensure the effect on the character and appearance of the countryside is minimised while ensuring this business on this employment site can expand.

#### Relationship to Neighbours

The site is bounded by open fields on three sides and the A583 Blackpool Road. The nearest neighbouring dwellings are located to the north, on the opposite side of Blackpool Road.

Gilderbridge Cottage and Mere Cottage are located approximately 480 metres to the west of the site on Fox Lane Ends (the B5260). The proposed additional built form will therefore not affect any of the above residents.

In respect of any additional noise on site generated in the buildings. Due to the distance between the location of the proposed buildings and the surrounding residential dwellings, any effect on their amenity will be minimal.

#### Highway Safety

The site has a current industrial use, with an existing access on to Blackpool Road. The Highway Authority consider that any additional traffic that the proposals may create will have a negligible impact on the local highway network. They therefore raise no objections to the application on highway grounds.

On this basis, any effect on the highway network will not be severe and is therefore acceptable when assessing the proposal against the NPPF.

#### Conclusions

There are three dimensions to sustainable development: economic, social and environmental. These roles are mutually dependent.

The proposal will enable an existing business to expand and prosper thereby securing the continued employment of the existing workforce. This accords with paragraph 28 of the NPPF which supports the growth of the rural economy. The proposal therefore accords with the economic and social dimensions of sustainable development.

In respect of the environmental dimension of sustainable development, it is recognised that the proposals will result in the extension of the built form in long range views. The building is within the boundaries of the defined employment site, therefore there will be no physical encroachment in to the countryside. Whilst a sizeable extension to one of the buildings at the southern end of the site is proposed, its design, scale, massing and materials all match the existing group of buildings on the site. The effect on visual amenity will therefore be minimised.

Taking all of the above in to account, the proposal comprises sustainable development and thus it is recommended that the application be approved.

#### Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the following details:

##### Approved plans:

- a. Location Plan - X604/157/003;

- b. Proposed Site Layout - P5866-02 Rev.D - received 10 October 2016;
- c. Plan and Elevations - P5866-01; and,
  - P5771-01 Rev.A - Planning Drawing.

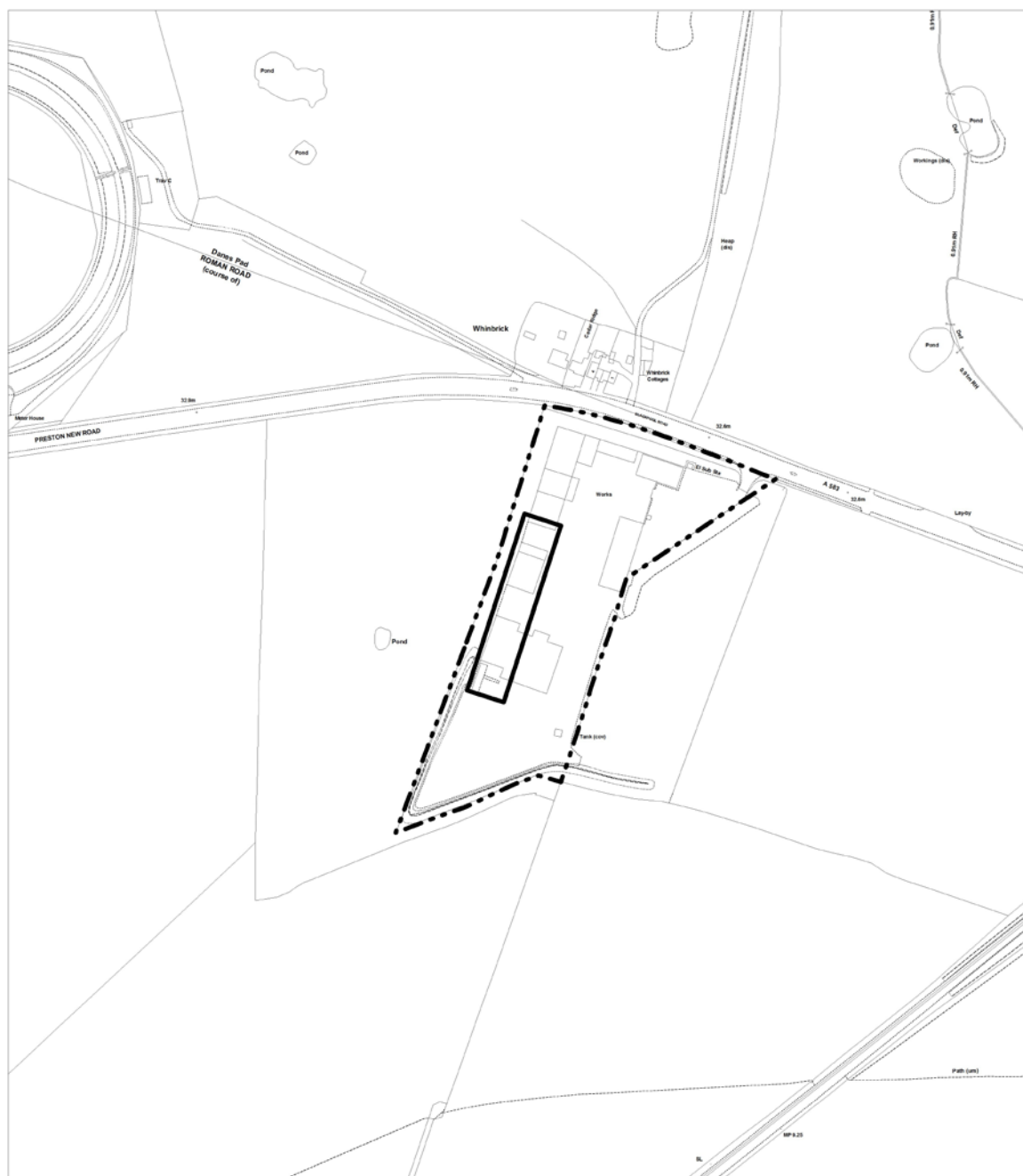
Supporting Reports:

- Design and Access Statement including Supporting Statement

Reason: To clarify the permission.

- 3. All external facing materials of the development hereby permitted shall match the existing industrial buildings in colour, form, type, size and texture.

Reason: In the interests of visual amenity.



|                                       |  |  |                              |
|---------------------------------------|--|--|------------------------------|
| Development Services<br>Fylde Council |  | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                              |
| Application No.<br>5/16/0715          | Address<br>Wareings, Blackpool Road, Kirkham | Grid Ref.<br>E.3397 : N.4325   | Scale<br>0 20 40 60 80 m<br> |

Item Number: 7

Committee Date: 07 December 2016

|                               |  |                             |                             |
|-------------------------------|--|-----------------------------|-----------------------------|
| <b>Application Reference:</b> | 16/0734  | <b>Type of Application:</b> | Change of Use               |
| <b>Applicant:</b>             | Motorlands<br>Motorhomes Ltd   | <b>Agent :</b>              | PLANNING PROBLEMS<br>SOLVED |
| <b>Location:</b>              | STATESTRONG, BOUNDARY ROAD, LYTHAM ST ANNES, FY8 5LT   |                             |                             |
| <b>Proposal:</b>              | CHANGE OF USE OF EXISTING CLASS B1 INDUSTRIAL UNIT AND PART OF CURTILAGE TO USE FOR SALES, DISPLAY & STORAGE OF MOTOR HOMES (SUI GENERIS USE/B8 USE) AND THEIR MAINTENANCE (CLASS B2) WITH TWO STOREY OFFICE BLOCK TO FRONT RETAINED AS SEPARATE OFFICE USE (CLASS B1) |                             |                             |
| <b>Parish:</b>                | ST JOHNS   | <b>Area Team:</b>           | Area Team 1                 |
| <b>Weeks on Hand:</b>         | 8  | <b>Case Officer:</b>        | Ruth Thow                   |
| <b>Reason for Delay:</b>      | Not applicable   |                             |                             |

If viewing online this is a Google Maps link to the general site location:

<https://www.google.co.uk/maps/@53.7461254,-2.9386957,286m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

**Summary of Officer Recommendation**

The application relates to an existing employment unit on the Boundary Road Business Park which is located on the eastern edge of the settlement of Lytham. It seeks permission for a part change of use of the site to allow sales, display and storage of motor-homes (a 'Sui Generis' use) with the remainder of the site retained for of B1, B2 and B8 uses.

The Business Park has an allocation for employment purposes under the Fylde Borough Local Plan, as altered (October 2005) and the emerging local plan to 2032 and the 'Sui Generis' use is in conflict with the policies for this allocation. However, it is clear that the proposed uses would ensure that the site continues in employment generating uses and would support the expansion of a local business as well as supporting the local economy.

In view of the continued employment offered by the proposal it is considered that the factors in favour of the development outweigh the conflict with the Policies of the current Fylde Borough Local Plan, as altered (October 2005) and the emerging local plan to 2032.

Accordingly the application is recommended for approval by Members.

**Reason for Reporting to Committee**

The application is a major application for a change of use and under the council's Scheme of Delegation such applications are to be determined by the Development Management Committee.

### **Site Description and Location**

The application site is known as Statestrong, Boundary Road, Lytham. In particular the site area is at the edge of the settlement of Lytham measuring 10,395 square metres with the buildings on the site consisting of a large two storey and single storey industrial building located towards the rear of the site with a two storey building located abutting the front boundary. The site is on the west side of Boundary Road, to the north and west of the site is the Preston/Blackpool railway line and to the south and east are other industrial type buildings and office blocks.

The site is allocated as an existing industrial/employment site on the Fylde Borough Local Plan, as altered (October 2005), and is within Flood Zone 3.

### **Details of Proposal**

This application seeks a change of use of part of the site and the industrial buildings to use for sales, display and storage of motor homes (*Sui Generis* use/B8 use) and their maintenance (Class B2), with the existing two storey office block to the front of the site retained in separate office use (Class B1).

No physical alterations to the building on site are proposed and no new structures are to be constructed.

### **Relevant Planning History**

| Application No. | Development  | Decision               | Date       |
|-----------------|--|------------------------|------------|
| 07/0700         | AMENDMENT TO PREVIOUSLY APPROVED 07/0352 - TWO STOREY OFFICE BUILDING IN FRONT OF WAREHOUSE.     | Granted                | 20/08/2007 |
| 07/0352         | TWO STOREY OFFICE BUILDING IN FRONT OF EXISTING WAREHOUSE.                                       | Granted                | 31/05/2007 |
| 96/0291         | NEW PRODUCTION AND WAREHOUSE FACILITY (CLASS B2 & B8)  | Granted                | 19/06/1996 |
| 94/0299         | TEMPORARY SITE COMPOUND FOR STAFF ACCOMMODATION AND PLANT & MATERIAL STORAGE FOR A 2 YEAR PERIOD | Withdrawn by Applicant | 06/06/1994 |

### **Relevant Planning Appeals History**

None

### **Parish/Town Council Observations**

Not in a Parished area.

### **Statutory Consultees and Observations of Other Interested Parties**

#### **Lancashire County Council - Highway Authority**

No objections to the proposed development and is of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

#### **Regeneration Team (Economic Development)**



None received to date.

#### **Planning Policy Team**

The application is contrary to Policy EMP2 of the adopted Local Plan to 2015. However, Policies EC1 and EC2 of the emerging Plan offer a degree of flexibility and look favourably on proposals that enable employment development. I therefore consider that although a B1(a), B1(b), B1(c), B2 and B8 use would be the preferred use for this site, providing the proposal enables employment development and it can be integrated into its surroundings without causing unacceptable harm to the areas amenity the application as submitted would be an acceptable use.

The emerging Plan is a material consideration but the weight to be attached to it is for the decision maker to determine.

#### **Network Rail (use for all consultations)**

Comments

The developer and LPA are advised, that the necessary asset protection measures should be undertaken. No proposal should increase Network Rail's liability.

#### **Lancashire CC Flood Risk Management Team**

None received to-date

#### **Environment Agency**

The application is for Flood Zone 3 Area benefiting from flood defences. It is for a Change of Use where the flood risk vulnerability hasn't increased and remains 'Less vulnerable'.

#### **Neighbour Observations**

|                             |                 |
|-----------------------------|-----------------|
| <b>Neighbours notified:</b> | 11 October 2016 |
| <b>Site Notice Date:</b>    | 21 October 2016 |
| <b>Number of Responses</b>  | None received   |

#### **Relevant Planning Policy**

##### **Fylde Borough Local Plan:**

|      |                                     |
|------|-------------------------------------|
| EMP2 | Existing business & industrial uses |
| EP25 | Development and waste water         |

##### **Fylde Local Plan to 2032:**

|      |   |
|------|---|
| EC1  | Overall provision of employment land & existing sites |
| EC2  | Employment opportunities                              |
| INV1 | Service accessibility & infrastructure                |

##### **Other Relevant Policy:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |

## **Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

## **Comment and Analysis**

This application seeks permission for change of use of part of the site and the industrial buildings to use for sales, display and storage of motor homes (*Sui Generis* use/B8 use) and their maintenance (Class B2) with the retention of the two storey office block for separate office use (Class B1).

### **Policy Background**

The application site is an existing industrial and employment site in Flood Zone 3. Policies EMP2 and EP25 of the adopted Fylde Borough Local Plan, as altered (October 2005), and Policies EC1, EC2 and INV1 of the emerging local plan to 2032 are the relevant considerations for the assessment of these main material considerations raised by the proposal.

The site is designated as an Existing Employment Area under Policy EMP2 of the Fylde Borough Local Plan. This states that *"Land in Class B uses will be retained in that class."* It also designates uses to the various employment sites allocated across the borough with those for the Boundary Road sites being Class B1, B2, and B8. As this application involves a partial move away from those uses the scheme is in conflict with that Policy.

The emerging Fylde Local Plan to 2032 refers to Boundary Road as site ES3 (Boundary Road) under Policy EC1 which relates to the overall provision of employment land. The policy states that *"Within the existing business and industrial areas, listed below, land and premises in Class B Business and Industrial uses will be retained in that use class unless it is demonstrated to the satisfaction of the Council that there is no reasonable prospect of the site being used for employment purposes."* Boundary Road is listed as being retained in B1(a), B1(b), B1(c), B2 and B8 uses and so the application is in conflict with this emerging Policy, although limited weight can be attributed to this at this time.

Policy EC2 is also applicable *"The availability of land in the borough for employment opportunities is limited. Therefore, the council seeks to retain continued employment use of existing employment sites. This could include any type of employment use, including agriculture, and may not be restricted to B1, B2 and B8 land uses."*

*The council will take account of the following factors when assessing all development proposals for employment uses:*

- *The accommodation should be flexible and suitable to meet changing future employment needs, and in particular provide for the requirements of local businesses and small firms.*
- *The council will seek to ensure that employment opportunities are provided and are easily accessible for local people and, where necessary, developers will be encouraged to implement relevant training programmes.*

*In order to support economic growth and expansion, the council endorses the roll-out of high speed broadband in line with the Lancashire Broadband Plan.*

*The sustainable growth and expansion of all types of business is supported where this is in*

*accordance with other policies in the Local Plan."*

Finally, the NPPF promotes economic growth as an important aspect of sustainable development. Further, Paragraph 22 refers to local planning authorities avoiding the long-term protection of sites allocated for employment uses where there is no prospect of that use coming forward.

The employment site consists of the premises on Boundary Road and the smaller units abutting the railway line known as Lindun Park. In January 2016 Robert Pinkus & co. (Chartered Surveyors and commercial property consultants) reported that the Lindun Park was trading at full capacity, but that the Statestrong site, as a result of the scale of the building and the overall size of the site, had much less options for a new user since the previous occupiers business went into administration/insolvencies on two occasions.

#### Assessment against Development Plan

This applicant currently operates 'Motorlands Motorhomes Ltd' on the northern fringe of Warton which is very cramped for the scale of the applicant's business. The applicant intends that the Boundary Road site would provide an indoor facility where stored motorhomes can be viewed, with some displayed to the front of the site and others stored to the rear. Overall the larger portion of the building would be used for the sale and display of motorhomes which falls under a '*sui generis*' use. However, approximately a third of the building is proposed for the valeting (B1 use) and repair of the vehicles (B8 use).

The two storey building located at the front of the site is to be retained in B1 Use and rented to another user.

Therefore the proposal includes a mix of uses with the larger section of the building not falling within class B1, B2 or B8.

Planning legislation requires that applications are determined in line with the development plan unless there are material considerations which dictate otherwise and so outweigh the Local Plan policy position. These are addressed in the following sections of this report.

#### Material considerations

The premises are located within an industrial estate where the siting of the motorhome use does not present as an obvious detraction for the vitality of the town centre and this arrangement would be similar to the location of other vehicle dealerships situated within other employment areas in the borough, such as those at Whitehills business park.

The main conflict with the proposal is therefore the potential for loss of employment land.

The units involved in this application include a large 'L' shaped building of industrial type design and a two storey 'portacabin' type building. The physical scale of the main building is a limiting factor for potential new businesses. The proposal would bring out a relocation of an existing successful business which currently employs 9 full time staff in the larger of the buildings with the 'portacabin' providing further employment opportunities within B1 use. A further portion of the site, located to the south east corner, within the applicant's land ownership but outside of the 'red edge' is proposed as a potential separate planning unit for a new unit for employment uses.

It is accepted that the proposed main use of the site is for the display and sales of motor-homes,

which is not an employment use in line with the various policy designations. However, it is the officer's opinion that the employment it will provide, and the retention of the other buildings on the site in policy-compliant employment uses is such that it outweighs this policy conflict.

Whilst the failing of the former business on the site has resulted in the loss of employment for up to 80 members of staff (this figure is provided in the applicant's statement and is not confirmed). In this proposal the whole site would not be outside of the site's allocation for employment uses. The move of the applicant's existing business currently provides employment for 9 staff with the potential to expand, should the business move to the Boundary Road site. Notwithstanding the reduction in numbers employed from the previous business to those of the proposed business, the building could be utilized as a B8 storage facility, which would be within the scope of the land allocation which is not likely to be a high employment generator. This proposal retains a level of B1/B2/B8 uses across the site with a potential for increased employment in a new unit to be proposed at a later date.

### Other Matters

There are no material impacts on access and parking arrangements. In any event there is sufficient areas of parking available around the site and so this has not been raised as an issue with LCC Highway Engineers. The uses are unlikely to generate additional movements and parking beyond the authorised use of the site.

The site is in Flood Zone 3 - Policy EP25 and paragraph 103 of the NPPF requires that local planning authorities should ensure flood risk is not increased elsewhere or the development itself is at risk of flooding. Development in Flood Zone 3 is usually required to be accompanied by a Site Specific Flood Risk Assessment however, whilst the site is adjacent to a main drain which is at risk of tidal flooding, the area benefits from flood defences. The proposal is for a change of use to a use which will not increase its vulnerability to flooding, in addition the Environment Agency have been consulted and have not raised any objections to the scheme.

### Conclusions

This application relates to the change of use of part of the one of the employment units and part of the external parking areas associated with the site, for the display and sale of motor-homes within the Boundary Road/Lindun Park Industrial/employment site at Lytham. The remainder of the site is to be retained for B1/B2 and B8 uses.

The use for display and sales of vehicles is a '*Sui Generis*' use as such this use is in conflict with the adopted and emerging Local Plan policies which seek to retain the site in Class B uses. However, it is considered that there are sufficient material considerations to outweigh that policy conflict and accordingly the application is recommended for approval. These considerations are:

- The physical scale of the building is such that the number of potential users of the building is limited
- The proposal retains employment uses on the site
- There is the potential to increase employment by the provision of an additional unit proposed at a later date
- The proposal would allow an existing business to expand locally
- Subject to planning permission the applicant has the funding to secure the acquisition of the site boosting the vitality of the area and reusing the vacant building

In addition paragraph 22 of the NPPF advises that "*Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities*".

It is considered that this proposal complies with the above paragraph of the NPPF in that the use retains a level of employment within the site, in an area which is not wholly industrial having McDonalds and Stanways Car dealerships in close proximity and would allow the expansion of an existing local business to continue to trade within the borough for the reasons outlined above and would bring about employment and economic benefits that weighs in favour of the grant of planning permission in this case.

### **Recommendation**

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the following details:

#### Approved plans:

- Location Plan - drawing no. NR/JC/STATE/01 REV. A
- Proposed site plan - drawing no. NR/JC/STATE/03 REV. A

#### Supporting Reports:

- Design and Access Statement - Nigel Robinson

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

3. Prior to the change of use hereby approved being implemented a scheme for landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type, species, siting, planting distances and the programme of planting of trees, hedges and shrubs. The duly approved landscaping scheme shall be carried out during the first planting season after the scheme is agreed. The areas which are landscaped shall be retained as landscaped areas thereafter. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

To ensure appropriate landscaping of the site in the interests of visual amenity, to enhance the character of the area and to provide biodiversity enhancements in accordance with the requirements of Fylde Borough Local Plan policy EP14 and the National Planning Policy Framework.

4. Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987 [as amended] and the Town & Country Planning (General Permitted Development)(England) Order 2015 or any other legislation that amends or re-enacts those Orders, the premises hereby approved shall be used only for the uses specified, and only in the areas as shown on drawing no.

NR/JC/STATE/03 REV. A .

For the avoidance of doubt and in order to limit the establishment of alternative uses/operations in this out of centre location.



|                                       |   |  |                          |
|---------------------------------------|---|--|--------------------------|
| Development Services<br>Fylde Council |   | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                          |
| Application No.<br>5/16/0734          | Address<br>Statestrong, Boundary Road,<br>Lytham St Annes | Grid Ref.<br>E.3381 : N.4281   | Scale<br>0 10 20 30 40 m |

**Item Number:** 8

**Committee Date:** 07 December 2016

|                               |   |                             |                                  |
|-------------------------------|---|-----------------------------|----------------------------------|
| <b>Application Reference:</b> | 16/0743   | <b>Type of Application:</b> | Householder Planning Application |
| <b>Applicant:</b>             | Mr Beesley  | <b>Agent :</b>              | Homeplan Designs                 |
| <b>Location:</b>              | 9 ELDER CLOSE, BRYNING WITH WARTON, PRESTON, PR4 1SX                                      |                             |                                  |
| <b>Proposal:</b>              | RETROSPECTIVE APPLICATION FOR DETACHED OUTBUILDING IN REAR GARDEN FOR USE AS STUDY/OFFICE |                             |                                  |
| <b>Parish:</b>                | WARTON AND WESTBY   | <b>Area Team:</b>           | Area Team 1                      |
| <b>Weeks on Hand:</b>         | 10  | <b>Case Officer:</b>        | Claire Booth                     |
| <b>Reason for Delay:</b>      | Need to determine at Committee  |                             |                                  |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7496729,-2.8898224,143m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

**Summary of Officer Recommendation**

The application seeks retrospective permission for a detached flat roof outbuilding located within the rear garden of a semi-detached dwelling adjacent to the shared boundary with no.7 Elder Close.

The building is built in materials which match the dwelling. It is 0.3 metres higher than the height allowed to be built on a shared boundary under Permitted Development allowances. This 30cm increase in height is not considered to result in conditions significantly detrimental to the neighbouring residential property.

On this basis, the retrospective proposal is recommended for approval.

**Reason for Reporting to Committee**

The Parish Council raise objection to the proposal, and as the officer recommendation is for approval the Scheme of Officer Delegation requires that the application be determined at Committee.

**Site Description and Location**

The site is a semi-detached dwelling located on a cul-de-sac of similar semi-detached dwellings positioned on the south side of Lytham Road within the established settlement limit of Warton. Holy Family Catholic Primary School exists to the rear of the dwelling.

The property is located on the east side of the cul-de-sac and forms the northern side of the semi-detached pair.



### **Details of Proposal**

Retrospective permission is sought for a detached flat roof outbuilding used as a study/ garden room. It has approximate dimensions of 6.11m x 3.0m. Due to the sloping nature of the site which gently rises in an east to west direction the height of the building fluctuates between 2.6m and 2.8m to accommodate the change in levels.

The outbuilding is constructed of buff stone with a fiberglass flat roof is positioned 1.85 metres from the rear wall of the property.

The outbuilding is positioned along the shared boundary with no. 7 Elder Close and projects approximately 2.7m further than the rear elevation of this neighbours property.

### **Relevant Planning History**

| <b>Application No.</b> | <b>Development</b>        | <b>Decision</b> | <b>Date</b> |
|------------------------|---------------------------|-----------------|-------------|
| 03/0670                | TWO STOREY SIDE EXTENSION | Granted         | 11/09/2003  |
| 79/0235                | PRE-CAST CONCRETE GARAGE. | Granted         | 25/04/1979  |

### **Relevant Planning Appeals History**

None

### **Parish/Town Council Observations**

**Bryning with Warton Parish Council** notified on 28 September 2016 and comment:

*“As this is a retrospective application the Parish Council would support the representation from the neighbour that this has a detrimental effect on their property and that if as stated there is a preclusion from running a business from the specific location and the planning officers are satisfied that such regulations exist the application should be refused.”*

### **Statutory Consultees and Observations of Other Interested Parties**

#### **BAe Systems**

No objections.

#### **Ministry of Defence - Safeguarding**

No objections.

### **Neighbour Observations**

|                             |  |
|-----------------------------|--|
| <b>Neighbours notified:</b> | 28 September 2016  |
| <b>Site Notice Date:</b>    | 13 October 2016  |
| <b>Press Notice Date:</b>   | Not applicable   |
| <b>Number of Responses:</b> | One  |
| <b>Summary of Comments:</b> | <i>The original building erected in the garden of 9 Elder Close was a domestic garage, it was shorter in length and height when compared to the building now erected without planning permission. This has impacted significantly the garden of my property at 7 Elder</i> |

*Close. There is now a much larger shadow in the garden for longer periods of time. This has impacted the garden its self and my ability to dry washing in the garden.*

*9 Elder Close has previously had a double storey extension approved and built, this additional building is excessive in terms of the proportion of the plot now built on.*

*If you are mindful that these are not significant reasons to refuse permission, I would ask that the original stipulations in the deeds of the property are maintained, in particular I highlight part (a) of the third schedule. This conditions clearly prohibits business to be carried out on the Close. It is clear to me that the building is been used to manage a number of taxi businesses.*

*This contravenes the deeds and conditions and also the juxtaposition of Holy Family School with several taxi's entering the close at regular periods is a safety concern, when you consider the amount of school children, it is in my view unsatisfactory.*

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|             |                                      |
|-------------|--------------------------------------|
| Policy GD1: | Settlement Boundaries                |
| Policy GD7  | Achieving Good Design in Development |

#### **Fylde Local Plan to 2032**

|             |                                      |
|-------------|--------------------------------------|
| Policy GD1: | Settlement Boundaries                |
| Policy GD7  | Achieving Good Design in Development |

#### **Other Relevant Guidance:**

|       |  |
|-------|--|
| NPPF: | National Planning Policy Framework                   |
| NPPG: | National Planning Practice Guidance                  |
|       | Residential Design Guides in Extending Your Home SPD |

### **Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

### **Comment and Analysis**

#### **Principle**

The application site is located within the settlement area under Policy SP1 of the adopted Local Plan and Policy GD1 of the emerging plan where the principle of residential extensions is acceptable subject to the normal planning criteria as examined below with reference to Policy HL5 of the adopted Plan and Policy GD7 of the emerging plan.

#### **Design and Appearance in Streetscene**

The property is a two storey semi-detached dwelling which has a two storey side extension and front porch addition. The dwelling, and the others on the east side of the cul-de-sac are built in buff stone

under a tile roof.

The outbuilding under consideration has been erected in the rear garden area of the dwelling. Due to the presence of the two storey side extension, the outbuilding is not visible from the street scene.

The neighbours view that this outbuilding, along with the previous additions, results in an excessive proportion of the plot being covered by additions. It is evident that detached flat roof garage buildings were prevalent on this cul-de-sac, and were likely built as part of the original estate. As the neighbour acknowledges this building replaces a shorter and lower outbuilding. This building is not so significantly larger to recommend that the application be refused on this ground.

The building is constructed in buff brick with white UPVC windows and double doors. These materials match the existing dwelling. The fascia boards on the building are also white UPVC. The buildings flat roof is covered with a dark grey/ black fibreglass. These materials are reflective of those present in the locality.

Taken together the design and scale of the outbuilding accord with the requirements of criteria 1 of Policy HL5 of the adopted Local Plan, and Policy GD7 of the emerging plan.

#### Relationship to Neighbours

The building is located on the shared boundary with no. 7 Elder Close and runs parallel with the gable before it then projects 2.7 metres beyond the rear wall of a single storey rear addition to this home.

The building is higher than the outbuilding in situ historically, by approximately 0.3 metres. This increase in height and length of the building will have resulted in some overshadowing of part of this residents rear garden area, and of windows in the gable elevation. It is important to recognise that the building in question is 0.3 metres higher than the height allowed to be built using an occupiers permitted development allowances.

The window in the gable end of no. 7 Elder Close serves a downstairs W/C. This room is classed as a non-habitable room and therefore it being overshadowed by the outbuilding does not significantly affect the amenity of this resident.

The accommodation at the rear of no.7 Elder Close is used as a rear living area. Having viewed the erected building from this room it is evident that the height of the building will have resulted in a loss of outlook and sense of enclosure. However, this sense of enclosure is not considered to be significant and so it would be unreasonable to refuse the application on this ground.

Having regard to the above, this 30cm increase in height is not considered to result in conditions significantly detrimental to the neighbouring residential property. As such the proposal has an acceptable relationship to its neighbours in all regards and complies with criteria 2 of Policy HL5 of the Local Plan and Policy GD7 of the emerging plan.

#### Scale of development on the plot

It is acknowledged that the property has been extended by virtue of the two storey side extension and the front porch addition, and this outbuilding occupies part of the rear garden. Notwithstanding this, the proposal retains appropriate levels of amenity space and so complies with criteria 3 of Policy HL5, and Policy GD7.

### Parking and Access Arrangements

The proposal retains an appropriate level of parking for the site and does not compromise the access arrangements or highway safety and so complies with criteria 4 and 5 of Policy HL5, and Policy GD7.

### Other Matters

Issue has been raised that the applicant runs a taxi operation from the property. The applicant and his son both work as taxi drivers and they have three taxis between them which they use to mainly undertake airport runs which are booked on-line or by phone. The outbuilding is being used as study/ office, however, bookings are taken via the phone and internet associated with this.

The key test as to whether planning permission is required for a business use that is operated from a dwelling is whether the overall character of the dwelling has changed as a result of the business. In this case no customers come to the dwelling as all customers are picked up from their homes/elsewhere, and the business is run solely by the occupants of the dwelling. As such the property and garden area retains its primary use as a private residence.

Whilst neighbouring residents have raised issues relating to the deeds of the dwellings do not allow business uses to occupy the properties these are not relevant to the determination of a planning application.

### Parking provision

The proposal does not reduce the availability of the off-street parking provided at the front of the property.

### Conclusion

The application relates to the retrospective erection of an outbuilding within a rear garden area of a dwelling in the settlement of Warton. Having viewed the proposal and assessed the issues raised, it is considered that the proposal accords with Policy HL5 of the Fylde Borough Local Plan and other relevant development plan policies, the guidance in the House Extensions SPD, and Policy GD7 of the Fylde Local Plan to 2032. Accordingly the application is recommended for approval.

### Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. This consent relates to the following details:

#### Approved plans:

- Location Plan
- Elevations and Plans: As Built - HP/2317 PL/16/05.1

Reason: For the avoidance of doubt.



|                                       |                                  |  |                             |
|---------------------------------------|----------------------------------|--|-----------------------------|
| Development Services<br>Fylde Council |                                  | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                             |
| Application No.<br>5/16/0743          | Address<br>9 Elder Close, Warton | Grid Ref.<br>E.3414 : N.4285   | Scale<br>0 6 12 18 24 m<br> |

**Item Number:** 9

**Committee Date:** 07 December 2016

|                               |   |                             |                          |
|-------------------------------|---|-----------------------------|--------------------------|
| <b>Application Reference:</b> | 16/0765   | <b>Type of Application:</b> | Full Planning Permission |
| <b>Applicant:</b>             | Mr & Mrs Currey   | <b>Agent :</b>              | Fox Planning Consultancy |
| <b>Location:</b>              | LAND EAST, SHARD ROAD, SINGLETON  |                             |                          |
| <b>Proposal:</b>              | RESUBMISSION OF APPLICATION 16/0475 FOR USE OF LAND FOR PRIVATE EQUESTRIAN PURPOSE, INCLUDING GRAZING, WITH SITING OF A SERIES OF TIMBER STABLES PROVIDING 11 NO. INDIVIDUAL STABLES IN TOTAL, OPEN FRONTED STORAGE BUILDING, SITING OF 1 NO. CONTAINER (RETROSPECTIVE) AND PROPOSED SURFACING WORKS TO YARD AND PROVISION OF MANURE STORE. |                             |                          |
| <b>Parish:</b>                | SINGLETON AND GREENHALGH  | <b>Area Team:</b>           | Area Team 2              |
| <b>Weeks on Hand:</b>         | 10  | <b>Case Officer:</b>        | Ruth Thow                |
| <b>Reason for Delay:</b>      | Need to determine at Committee  |                             |                          |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.8578421,-2.9636828,143m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Grant

#### **Summary of Officer Recommendation**

This application seeks permission for the use of land at Shard Road for private equestrian purposes together with the retention of a series of timber stables, an open fronted storage barn and the siting of a container. The structures have been on site and the use on going since December 2014 and so the application is applied for retrospectively. Additional works are proposed in the application which include hardsurfacing of areas around the stables, the provision of a manure store and the introduction of landscaping around the perimeter of the site.

This application follows others on the site and discussions between officers and the landowner and agent. As a consequence the applicant has reduced the number of horses maintained at the site, and has removed the residential caravan in recent months. In addition it is proposed to remove the metal containers, retaining one and to remove the temporary plastic covered stables. Given the reduced scale, change in nature of the use of the land and the environmental benefits that could be brought about, it is considered that he has addressed the council's concerns and previous reasons for refusal.

On balance, the development is considered acceptable and therefore compliant with the relevant policies of the current local plan and those of the emerging local plan together the aims of the National Planning Policy Framework (NPPF) and so is recommended for approval by Members.

### **Reason for Reporting to Committee**

This application is on the agenda as Singleton Parish Council have objected to the proposal and under the council's scheme of delegation such applications are to be determined by Members of the Development Management Committee.

### **Site Description and Location**

The application site is referred to as 'Maize Farm', Shard Road, Singleton. Whilst the land has been named as such in this application there has been no formal request for the change, the land was formerly referred to as "Land off Shard Road" in previous applications.

The land is agricultural land measuring 3.45 Hectares situated to the east of Shard Road and accessed via a single gravelled track running parallel with the highway.

Presently on the site is a static caravan, three blocks of timber stables to the south side of the site providing nine stables, a further block of timber stables providing a further two stables. Three blocks of 'pop up' stables providing 18 stables - six in each block, four containers and a timber barn.

The site is within an area designated as open coastline and countryside on the Fylde Borough Local Plan, as altered (October 2005).

### **Details of Proposal**

This application seeks permission for the use of the land for private equestrian purposes, including grazing, with siting of a series of timber stables providing 11 no. individual stables in total, open fronted storage building, siting of 1 no. container (retrospective) and proposed surfacing works to yard together with the provision of a manure store.

The use of the land and the structures are applied for retrospectively however, the applicant also proposes to hard surface areas of the yard and to provide a manure store.

During the course of the application the applicant has revised the scheme, the discussion below refers to the revisions received by the LPA on 18th October 2016.

### **Relevant Planning History**

| <b>Application No.</b> | <b>Development</b>   | <b>Decision</b> | <b>Date</b> |
|------------------------|--|-----------------|-------------|
| 16/0475                | USE OF LAND FOR PRIVATE EQUESTRIAN PURPOSES WITH SITING OF A SERIES OF TIMBER AND CANVAS-OVER-STEEL FRAME STABLES, OPEN FRONTED STORAGE BUILDING AND SITING OF 4 X CONTAINERS (RETROSPECTIVE) AND PROPOSED SURFACING WORKS TO YARD | Refused         | 26/08/2016  |
| 14/0771                | PROPOSED SITING OF STATIC CARAVAN FOR RESIDENTIAL USE (TEMPORARY FOR THREE YEARS) AND FORMATION OF SAND Paddock  | Refused         | 23/02/2015  |
| 09/0008                | AGRICULTURAL LIVESTOCK AND STORAGE BUILDING (WORKING SHIRE HORSES AND ANCILLARY MACHINERY AND EQUIPMENT)   | Refused         | 27/03/2009  |

### **Relevant Planning Appeals History**

| <b>Application No.</b> | <b>Development</b>  | <b>Decision</b> | <b>Date</b> |
|------------------------|---|-----------------|-------------|
| 14/0771                | PROPOSED SITING OF STATIC CARAVAN FOR RESIDENTIAL USE (TEMPORARY FOR THREE YEARS) AND FORMATION OF SAND PADDOCK | Dismiss         | 02/10/2015  |

### **Parish/Town Council Observations**

**Singleton Parish Council** notified on 29 September 2016 and comment:

*"The Parish Council objects to this proposal as it feels the containers are an incongruous intrusion into open countryside and also that the number of stables is greater than could be acceptable for private use."*

The Parish Council were asked their views on the revised plans, and responded as follows:

*"They are unanimous in their view that 11 stables is far too excessive for private use and are still not happy with the remaining container. Their view is that this is not a very big site and the number of stables makes it cluttered. It is also a very untidy site, which doesn't help in coming to a more positive conclusion."*

### **Statutory Consultees and Observations of Other Interested Parties**

#### **Tree Officer's comments:**

Landscaping schedule states trees, species, mixes and planting intervals and can be conditioned on this basis.

### **Neighbour Observations**

|                             |                   |
|-----------------------------|-------------------|
| <b>Neighbours notified:</b> | 29 September 2016 |
| <b>Site Notice Date:</b>    | 05 October 2016   |
| <b>Number of Responses</b>  | none received     |

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|        |   |
|--------|---|
| SP02   | Development in countryside areas                  |
| EP11   | Building design & landscape character             |
| EP16   | Development in or near SSSI's                     |
| EP20   | Protection of coastline, estuaries and sand dunes |
| EP23   | Pollution of surface water                        |
| TREC10 | Countryside Recreation                            |

#### **Fylde Local Plan to 2032:**

|      |  |
|------|--|
| GD4  | Development in the Countryside           |
| EC6  | Leisure, Culture and Tourism Development |
| ENV1 | Landscape                                |
| ENV2 | Biodiversity                             |



INF1

Service Accessibility and Infrastructure

**Other Relevant Policy:**

NPPF: National Planning Policy Framework

NPPG: National Planning Practice Guidance

**Site Constraints**

**Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

**Comment and Analysis**

**Background**

The applicant has submitted several proposals for this site which to-date have been refused including application no. 14/0771 which was refused by the council and dismissed at appeal. The application sought permission for the siting of a static caravan for residential purposes for a temporary period of three years and for the formation of a sand paddock in association with the applicant's equestrian enterprise of the keeping and breeding of horses on a commercial basis.

During the consideration of the above application the applicant had also brought onto the site timber stables, steel framed stables and several metal containers. A timber barn on site, erected by the former land owner, was also being utilized by the applicant.

Permission for the structures and the use of the land was not sought in the initial application and since the Inspector's appeal decision the applicant has sought to gain permission for the structures and the equestrian use of the land.

**Current application**

The application for consideration here is the result of several discussions with the applicant/agent in an attempt to reduce the scale of activity and development at the site to a point which would be appropriate as a private equestrian use. It reflects a stated intention to seek a change in the nature of the use of the land, in that the applicant is no longer proposing to continue to use the site for the commercial breeding horses, with the equestrian use now proposed for private/hobby use only.

The agent advises that applicant has removed the static caravan and is gathering funds to remove the containers (with the exception of one) and this should be carried out in December 2016. The number of horses kept on the site have also been reduced and the applicant is proposing to reduce this further at which point the temporary stables will be removed.

**Policies**

Policies SP2, EP11, EP16, EP20, EP23, and TREC10 of the Fylde Borough Local Plan, as altered (October 2005) and Policies GD4, EC6, ENV1, ENV2 and INF1 of the emerging local plan to 2032 are relevant to this aspect of the application together with aims and guidance of the NPPF.

Policies SP2/GD4 require that development will be limited to that needed for the purposes of agriculture, horticulture, or forestry; or other uses appropriate to rural areas, including uses which would help to diversify the rural economy, of a type and scale which would not harm the character of the surrounding countryside.

Policy TREC10 of the local plan advises "*Development proposals for rural recreational purposes in the countryside areas will be permitted provided that they do not prejudice agriculture, nature conservation and other environmental interests, or conflict with the quiet enjoyment of other recreational users of the countryside*".

Policies EP11 and ENV1 requires that development must be of a high standard of design. Matters of scale, features and building materials should reflect the local vernacular style and proposals will ensure that existing landscape features will be conserved, maintained, protected and wherever possible enhanced through increased landscaping.

#### Principle

Equestrian uses in rural areas are an acceptable use of the countryside and so the proposal is acceptable in principle, and what needs to be considered in this application is the impact of the development within its landscape context. Neither the adopted Fylde Borough Local Plan nor the emerging Fylde Local Plan to 2032 specifically refer to the keeping of horses as what might be considered to be a private use. Use for commercial purposes would require the development (under Policy SP13 of the adopted local plan) to be located where there is a dwelling on site which could provide for security and supervision of the enterprise which is not the case in this instance.

The applicant is proposing to reduce the number of horses on the site and to-date has reduced these from 22 to 16, and has stated that these are to be further reduced so that there will no longer be a requirement for the steel framed 'pop-up' stables leaving the timber stables, the barn and one container. These remaining structures provide 11 no. stables.

In addition to reducing the scale of development the applicant is also proposing to landscape the outer edge of the developed area. The landscaping will improve the existing hedge boundary to the south side of the site and provide new screening to the northern, estuary boundary thereby minimising the harm to visual amenity of this site.

Whilst the remaining 11 stables included in this application are more in number than those generally accepted as being for a private use, this has to be assessed against the benefits the development could bring about by the introduction of the landscaping where there is currently very little which lessens the visual impact of the site, and will improve biodiversity in the area.

Overall the reduced scale and nature of the scheme is more appropriate than previous submissions and on balance is considered acceptable in regard to the issues of principle and visual impact.

Accordingly it is considered that the proposal complies with Policies SP2, EP11 and TREC10 of the Fylde Borough Local Plan, as altered (October 2005) and Policies GD4 and ENV1 of the emerging local plan to 2032 and the aims of the NPPF in particular paragraphs 17, 57, 58.

#### Sites of Special Scientific Interest

Policy EP16 refers to development proposals within or likely to affect sites of special scientific interest.

This site is within the buffer zone of the Wyre Estuary SSSI and is in close proximity to the Morecambe Bay Special Protection Area (SPA) a European site and the Morecambe Bay Ramsar site and is in an area of protection for open coastline.

Natural England have not been consulted on this particular application however, their views were sought on the applicant's previous submission ref. no. 14/0771 when they confirmed a lack of objection due to:

- *"We are not aware of any significant numbers of SPA birds utilising the proposed development site and hence there will be no issues in respect of SPA bird displacement/disturbance.*
- *Whilst the development site is in proximity to designated site and hydrological pollution would be a concern, we do not consider the nature and scale of this development would lead to a significant pollution issues (so long as sewage is managed appropriately - see below)".*

Given the above comments in that the impact of the development is not likely to impact on the special designations and SPA birds, NE advice was not sought in regards to this application.

#### Protection of open coastline

Policy EP20 refers to development in stretches of open coastline including the estuaries.

*"Development in the remaining stretches of open coastline including the estuaries will not be permitted except where development is essentially required for the following purposes and a location inland or within the developed coast is not possible.*

1. *Fisheries*
2. *Sea Defence and coastal protection*
3. *Navigation purposes*
4. *Informal recreation and amenity proposals*
5. *Renewable energy projects*

*Development proposals for off-shore or shoreline mineral extraction will be considered having regard to the policies of the Lancashire Waste and Minerals Local Plan."*

This application proposes a change of use of the land and the retention of a timber building, stables and a container. The proposed use of land and reduced number of stables could be considered as "informal recreation" Therefore the proposal complies with the exceptions for development in stretches of open coastline and the NPPF in particular Paragraphs 109 and 118.

#### Drainage

Policy EP23 refers to development and pollution of surface water:

*"Development will not be permitted which would adversely affect the quality of coastal waters, rivers, canals, lakes, ponds and other bodies of water. Development which would be likely to give rise to pollution of inland surface water or coastal waters will not be permitted.*

*Where development is permitted surface water resources will be protected by the imposition of appropriate planning conditions."*

The applicant currently keeps 16 horses on the land, manure is proposed to be stored in a trailer to be disposed of by a local farmer on a regular basis to avoid contamination.

Whilst trailer storage of manure is an informal arrangement it is a common solution for the removal of waste at private stables. The potential for harm from waste water and manure was a reason for refusal in application 14/0771 however, the Inspector considered that this could be satisfied by condition if the application were to be approved and so refusal of the application on this basis would not be justified.

### **Other matters**

#### **Highway safety**

The site is accessed from a track running parallel to Shard Road. The track has been used for agricultural vehicles to gain field access. It is considered that the proposal does not raise any issues in regards to highway safety and parking issues.

#### **Neighbour amenity**

The proposal does not raise any issues in regards to impact on the amenity of any residential neighbours.

### **Conclusions**

This application seeks permission for the use of the land for private equestrian purposes together with the retention of a series of timber stables, an open fronted storage barn and the siting of a container. The use of the land and the structures have been on site and on going prior and so the application is applied for retrospectively. Additional works proposed include hardsurfacing of areas around the stables, the provision of a manure store and the introduction of landscaping around the perimeter.

Taking account of the reduction in the scale of structures on site and the environmental benefits that could be brought about, on balance the development is considered acceptable and so is compliant with the relevant policies of the current local plan and those of the emerging local plan together with Paragraph 215 of the NPPF which refers to the weight to be given to local plan policies whilst the above local plan policies pre-date the NPPF, it is considered that significant weight should be afforded to the above policies as they are consistent with the aims of the NPPF in particular paragraphs 7, 9, 14, 17, 28, 56, 57, 58, 64, 109, 118.

### **Recommendation**

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the following details:

Approved plans:

- Location Plan - 'Stanfords' map data
- Proposed site plan, elevation and floor plans - drawing no. LF/PC/3113 received by LPA 18.10.16.
- Proposed landscaping scheme - Fox Planning Consultancy dated 18th October 2016

Supporting Reports:

- Design and Access Statement - Fox Planning Consultancy - dated 26th September 2016

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

3. That the site shall operate as a private equestrian facility only, with the extent of the stabling limited to no more than the 11 stables shown on the site layout plan hereby approved under condition 2 of this planning permission.

Reason: Due to the absence of any residential accommodation being available on the site, and to establish one in such an isolated location for security, welfare or other reasons would not be sustainable development and so would conflict with Policy SP2 of the Fylde Borough Local Plan and the NPPF.

4. That the landscaping scheme shown in the 'Fox Planning Consultancy' document dated 18th October 2016 shall be implemented no later than the next planting season following the date of this decision. 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 developer shall advise the Local Planning Authority in writing of the date upon which landscaping works commence on site.

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

5. Within one month of the date of this decision the manure store as shown on drawing no. LP/PC/3113 shall be installed on the site. The approved form of manure store shall not give rise to free drainage from within the stacked material and shall be regularly emptied and the approved form of store shall be retained in its approved form thereafter, unless permission is granted for alternative means of storage.

To ensure the protection of the special designations of the site in accordance with Policies EP16, EP20 & EP23 of the Fylde Borough Local Plan, as altered (October 2005) and Policies GD4 and ENV1 of the emerging plan to 2032 together with the aims of the NPPF.



**Item Number:** 10

**Committee Date:** 07 December 2016

|                               |  |                             |                                  |
|-------------------------------|--|-----------------------------|----------------------------------|
| <b>Application Reference:</b> | 16/0806  | <b>Type of Application:</b> | Householder Planning Application |
| <b>Applicant:</b>             | Mr Farman  | <b>Agent :</b>              |                                  |
| <b>Location:</b>              | 18 LINDSAY AVENUE, LYTHAM ST ANNES, FY8 3LN  |                             |                                  |
| <b>Proposal:</b>              | RESUBMISSION OF APPLICATION 16/0428 FOR FIRST FLOOR SIDE EXTENSION OVER EXISTING GROUND FLOOR EXTENSION. |                             |                                  |
| <b>Parish:</b>                | HEYHOUSES  | <b>Area Team:</b>           | Area Team 2                      |
| <b>Weeks on Hand:</b>         | 8  | <b>Case Officer:</b>        | Alan Pinder                      |
| <b>Reason for Delay:</b>      | Not Applicable   |                             |                                  |

**If viewing online this is a Google Maps link to the general site location:**

<https://www.google.co.uk/maps/@53.7501437,-3.006755,72m/data=!3m1!1e3?hl=en>

**Summary of Recommended Decision:** Refuse

#### **Summary of Officer Recommendation**

The application relates to the erection of a two storey side extension at a dwelling in the settlement of Lytham St Annes. This is a re-submission of 16/0428, which was refused permission in August 2016 due to the unacceptable dominating visual impact that that extension would have had on the appearance and character of the adjacent street scenes by virtue of its scale. This re-submission has attempted to address this reason for the previous refusal by reducing the height by 300 mm. It is this officer's opinion that the amended scheme would still be unacceptably dominant and detrimental to the wider street scenes and hence continues to conflict with criterion 1 of Policy HL5 of the Fylde Borough Local Plan, the guidance in the council's adopted House Extensions SPD, and criteria 'e' and 'h' of Policy GD7 of the emerging Fylde Local Plan to 2032. Accordingly members are recommended to refuse the application.

#### **Reason for Reporting to Committee**

At the request of the ward councillor.

#### **Site Description and Location**

The application property is a two storey, semi detached house of brick construction with a hipped, pitched tiled roof. The site occupies a corner plot at the junction of Lindsay Avenue and Haymarket. The property has been the subject of a number of extensions, including two rear dormers and a single storey side extension and a two storey rear extension.

The property has a reasonable sized rear and side garden with established hedging around the boundary to Lindsay Avenue and Haymarket.

### **Details of Proposal**

This application is a re-submission of 16/0428 for a first floor side extension above an existing single storey side extension. Application 16/0428 was refused permission due to the unacceptable dominating impact that the extension would have by virtue of its scale, and so its impact on the appearance and character of the wider street scenes of Lindsay Avenue and Haymarket. This application presumably therefore seeks to address the reason for that refusal.

This revised scheme has reduced the maximum height of the extension so that it now joins the main property 0.3 metres below the ridge of the main roof. To achieve this the main roof would be converted to a flat gable. It appears that all other dimensions are the same as those proposed under 16/0428 although this cannot be confirmed due to inconsistencies in the scaled dimensions between drawings submitted under 16/0428 and those submitted with this application.

The proposed materials would be to match the existing materials, and the extension is to provide an additional bedroom and large ensuite.

### **Relevant Planning History**

| Application No. | Development   | Decision | Date       |
|-----------------|---|----------|------------|
| 16/0428         | FIRST FLOOR SIDE EXTENSION OVER EXISTING GROUND FLOOR EXTENSION.  | Refused  | 09/08/2016 |
| 09/0036         | GROUND FLOOR SIDE EXTENSION AND SIDE DORMER                       | Granted  | 15/04/2009 |
| 08/0838         | RESUBMISSION OF APPLICATION 08/0558 FOR TWO STOREY SIDE EXTENSION | Refused  | 23/10/2008 |
| 08/0558         | TWO STOREY SIDE EXTENSION   | Refused  | 01/09/2008 |
| 01/0889         | SINGLE STOREY EXTENSION TO SIDE ELEVATION                         | Granted  | 03/01/2002 |

### **Relevant Planning Appeals History**

| Application No. | Development   | Decision | Date       |
|-----------------|---|----------|------------|
| 08/0838         | RESUBMISSION OF APPLICATION 08/0558 FOR TWO STOREY SIDE EXTENSION | Dismiss  | 02/02/2009 |

### **Parish/Town Council Observations**

**St Anne's on the Sea Town Council** notified on 13 October 2016 and comment:

*"Object to the proposal. There have been two applications previously refused (08/0838) and (08/0558) for 2 storey extensions (side) as being contrary to policy HL5 of Fylde Borough's Local Plan. The Town Council previously objected (28 July 2016)."*

### **Statutory Consultees and Observations of Other Interested Parties**

N/A



### **Neighbour Observations**

**Neighbours notified:** 13 October 2016  
**Number of Responses:** None

### **Relevant Planning Policy**

#### **Fylde Borough Local Plan:**

|      |                                |
|------|--------------------------------|
| SP01 | Development within settlements |
| HL05 | House extensions               |

#### **Fylde Local Plan to 2032**

|             |                                      |
|-------------|--------------------------------------|
| Policy GD1: | Settlement Boundaries                |
| Policy GD7  | Achieving Good Design in Development |

#### **Other Relevant Guidance:**

|       |                                     |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework  |
| NPPG: | National Planning Practice Guidance |
| JHE   | Joint House Extensions SPD          |

#### **Site Constraints**

None

### **Environmental Impact Assessment**

This development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended.

### **Comment and Analysis**

#### **Principle**

The application site is located within the settlement area under Policy SP1 of the Fylde Borough Local Plan (FBLP) and Policy GD1 of the emerging Fylde Local Plan to 2032 (FLP32) where the principle of residential extensions is acceptable subject to the normal planning criteria as examined below with reference to Policy HL5 (FBLP) and GD7 (FLP32).

#### **Design and Appearance in Streetscene**

Design note 1 of the Council's Supplementary Planning Document advises that the bulk and scale of extensions should appear subordinate to the original property, should not change the general character of the area and should not form an overly dominant feature in the street or as seen from neighbouring homes and garden areas.

The street pattern in the area is typical of many parts of St Annes with regimented rows of properties joining at right angle corner plots. This property occupies one of these corner plots and the proposal is for an extension that would extend in front of the 'building line' established by properties on Haymarket. Whilst that is the case to some extent with the existing single storey side extension, the impact would be greatly exacerbated by an additional storey and in particular the roofline, which although now lowered by 300 mm would still be highly prominent and visually intrusive. Furthermore the proposed gabbling of the main roof would create a visually disjointed

mis-match of roof styles which would detract from the character and appearance of the existing property. Overall it is considered that the proposed projection of the extension in front of the building line at first floor level would have a harmful adverse impact on the appearance and character of the locality, and the gabling of the main roof would unacceptably harm the appearance and character of the existing dwelling. For these reasons the proposal would be contrary to the guidance contained in the council's adopted SPD, "Extending your Home", contrary to criterion 1 of policy HL5 of the Fylde Borough Local Plan (as altered 2005), and contrary to criteria 'e' and 'h' of Policy GD7 of the emerging Fylde Local Plan to 2032.

#### Relationship to Neighbours

The site occupies a corner plot and as such the proposal has an acceptable relationship to its neighbours in all regards and complies with criteria 2 of Policy HL5 (FBLP) and Policy GD7 (FLP32).

#### Scale of development on the plot

The proposal retains appropriate levels of amenity space and so complies with criteria 3 of Policy HL5 (FBLP) and Policy GD7 (FLP32).

#### Parking and Access Arrangements

The proposal retains an appropriate level of parking for the site and does not compromise the access arrangements or highway safety and so complies with criteria 4 and 5 of Policy HL5, and Policy GD7.

#### Other Matters

There are no other material considerations of note to influence the decision.

#### Conclusion

The application relates to the erection of an extension at a dwelling in the settlement of Lytham St Annes. Having viewed the proposal and assessed the issues raised, it is considered that the proposal fails to address the reasons for refusal of application ref. 16/0428 and continues to conflict with criterion 1 of Policy HL5 of the Fylde Borough Local Plan, the guidance in the council's adopted House Extensions SPD, and criteria 'e' and 'h' of Policy GD7 of the emerging Fylde Local Plan to 2032. Accordingly members are recommended to refuse the application.

#### Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposal involves a first floor side extension to a semidetached property located at the corner of Lindsay Avenue and Haymarket in St Annes. The property has seen a number of previous extensions to the side, rear and roof, but this further extension would be a large and overly dominant feature that would project well forward of the established building line on Haymarket. The scale of the proposed extension and its location on the property is such that it will appear as an overly dominant feature in the Lindsay Avenue and particularly Haymarket streetscenes and has an appearance that causes significant harm to their established character. Furthermore the gabling of the dwelling's existing main roof would unacceptably harm the appearance and character of the existing dwelling

As such the proposal is considered to be contrary to criteria 1 of Policy HL5 of the Fylde Borough Local Plan (as amended October 2005), criteria 'e' and 'h' of Policy GD7 of the emerging local plan (to 2032), and the guidance contained in the Council's adopted Supplementary Planning Document: Extending your home, particularly Design Note 7. These are consistent with the requirements of paras 56-58 of the NPPF which require good design and the core planning principle in para 17 which emphasises the importance of good design.



|                                       |   |  |                             |
|---------------------------------------|---|--|-----------------------------|
| Development Services<br>Fylde Council |   | (c) Crown Copyright and database right (2016).<br>Ordnance Survey (100006084). |                             |
| Application No.<br>5/16/0806          | Address<br>18 Lindsay Avenue, Lytham St Annes | Grid Ref.<br>E.3337 : N.4286   | Scale<br>0 6 12 18 24 m<br> |

# INFORMATION ITEM



| REPORT OF                           |  | MEETING                             | DATE            | ITEM NO |
|-------------------------------------|--|-------------------------------------|-----------------|---------|
| DEVELOPMENT SERVICES<br>DIRECTORATE |  | DEVELOPMENT MANAGEMENT<br>COMMITTEE | 7 DECEMBER 2016 | 5       |
| LIST OF APPEALS DECIDED             |  |                                     |                 |         |

## PUBLIC ITEM

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

## SUMMARY OF INFORMATION

The council did not receive any appeal decisions between 21/10/2016 and 24/11/2016.

## SOURCE OF INFORMATION

Development Services

## INFORMATION

n/a

## WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

To inform members on appeals that have been decided.

## FURTHER INFORMATION

Contact Andrew Stell, Development Manager, 01253 658473

# INFORMATION ITEM



| REPORT OF                           | MEETING                             | DATE            | ITEM NO |
|-------------------------------------|-------------------------------------|-----------------|---------|
| DEVELOPMENT SERVICES<br>DIRECTORATE | DEVELOPMENT MANAGEMENT<br>COMMITTEE | 7 DECEMBER 2016 | 6       |

## AUTHORITY MONITORING REPORT (AMR)

### PUBLIC ITEM

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

### SUMMARY OF INFORMATION

The role of the Authority Monitoring Report (AMR) is set out in Section 113 of the Localism Act of 2011, which was amended to remove the requirement for an Annual Monitoring Report to be submitted to the Secretary of State by the relevant Local Planning Authority and replaced with a requirement to produce an AMR. Guidance on the indicators and targets to use in the AMR are provided by central government in the form of the National Planning Practice Guidance published on the 6 March 2014, and allow the Council more freedom to decide what indicators it looks at. The indicators used monitor the progress and effectiveness of the emerging Local Plan. Aims and objectives of policy are measured against specific targets, to ensure that the particular goals of policies are being achieved.

### SOURCE OF INFORMATION

The planning policy team have updated the Authority Monitoring Report.

### LINK TO INFORMATION

[Authority Monitoring Report 2016](#)

### WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

An integral part of plan making is to set up a framework for monitoring performance of the plan. An AMR is produced every year, covering the period 1 April to 31 March. It has two main purposes:

- To review the progress of the emerging Fylde Local Plan to 2032 production;
- To assess the extent to which policies and guidance in the Development Plan suite of documents are being implemented and the effects that they are having.

The AMR helps to inform the emerging Local Plan.

### FURTHER INFORMATION

Contact: Sara Jones, Planning Policy Officer, [sara.jones@fylde.gov.uk](mailto:sara.jones@fylde.gov.uk) or Tel: 01253 658420

Plan for Fylde - Plan for the Future

Fylde Council  
**Authority Monitoring Report**

2015 - 2016





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Website:

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## Disclaimer

The factual information contained in this Authority Monitoring Report is believed to be correct at the time of survey or publication and care has been taken to ensure accuracy. However, neither Fylde Borough Council nor any of its officers give any guarantee, warranty or representation in respect of any information contained within.

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# 1. INTRODUCTION

## Why do we produce an Authority Monitoring Report?

An integral part of plan making is to set up a framework for monitoring performance of the plan. Every year we produce an Authority Monitoring Report (AMR), which covers the period 1 April to 31 March.

The AMR has two main purposes:

1. To review the production progress of the Fylde Local Plan to 2032;
2. To assess the extent to which policies in the Local Plan Documents are being implemented and the effects that they are having.

## Amended Scope of Authority Monitoring Report

The role of the Authority Monitoring Report was amended with the Localism Act of 2011, this removed the requirement for an Annual Monitoring Report to be submitted to the Secretary of State by the relevant Local Authority.

This was replaced with a requirement to produce an AMR. The Council was previously required to monitor a range of Core Output indicators, Output indicators and Local indicators, however as a result of the Localism Act the Council has more freedom to decide what indicators it monitors. In addition, the role of the AMR has been expanded to report infrastructure and planning obligations including the Community Infrastructure Levy (CIL).

The role of this AMR includes:

- To appraise the progress of the Council in producing the Local Plan and Supplementary Planning Documents.
- The Council's implementation of the policies set out in the Local Plan.
- The effectiveness of these policies measured against specific outcomes.
- Details of Neighbourhood Development Orders and Neighbourhood Development Plans.
- Information relating to Community Infrastructure Levy (CIL) receipts and expenditure.
- Actions taken relating to the Duty to Co-operate with neighbouring local authorities.

This Authority Monitoring Report will cover the period from the 31 March 2015 to 31 March 2016.

## Local Plan Preferred Options

On the 26 November 2014, Fylde Cabinet, resolved to approve the previous decision to produce a Part 1 (containing Strategic Allocations and Development Management policies) and Part 2 Local Plan (Containing Non-Strategic Allocations and town centre boundaries) and amended in favour of a combined single plan approach. Therefore future development within Fylde will be guided by the plans and policies within the emerging Fylde Local Plan to 2032 (the Plan). Five strategic objectives have been refined in order to deliver the vision for Fylde, these are as follows:

## Strategic Objectives

### Strategic Objectives

1. To create sustainable communities
2. To maintain, improve and enhance the environment
3. To make services accessible
4. To diversify and grow the local economy
5. To develop socially cohesive, safe, diverse and healthy communities

## Indicators and Targets

In order to successfully deliver the Plan, monitoring is necessary to check that the objectives of the Plan are being implemented correctly and successfully.

Guidance on the indicators and targets to use in AMR's are provided by central Government in the form of the National Planning Practice Guidance published on the 6 March 2014, in addition best practise and advice is available from other sources.

The indicators applied in this AMR are contained in Appendix 8: Performance Monitoring Framework of the Revised Preferred Option Local Plan to 2032, and have been monitored in conjunction with the Contextual Indicators that give background information on some of the key characteristics of the Borough.



## Contextual Indicators

The Contextual Indicators give background information of some of the key characteristics of the Borough and are used to understand the key opportunities and challenges of the area.

The Contextual Indicators consist of the following:

### Contextual Indicators

1. Resident population change
2. Population age structure
3. Projected population/Age structure
4. Deprivation
5. Housing waiting lists applications
6. House prices
7. House price/earnings ratio
8. Employed/Unemployed
9. Income levels
10. Education/Skill level
11. Mode of transport
12. Tourism
13. Areas of flood risk
14. Loss of business use to residential

## Performance Monitoring Framework

The Plan Indicators (contained in Appendix B of this report) were consulted upon through the Local Plan Preferred Options consultation period, the Revised Preferred Option Local Plan and will be again later this year (August/September 2016) via the Publication Version.

Targets for each of these indicators are provided in Chapter 5 - Indicators and Targets. All targets should be “SMART”- Specific, Measurable, Achievable, Realistic, and Time Bound.

## Performance Monitoring Framework Indicators

- 1 Net additional dwellings completed
- 2 5 Year supply
- 3 Housing trajectory
- 4 Location of homes completed in relation to Strategic Locations for Development policies
- 5 Higher quality building design
- 6 Employment land take-up
- 7 Retain vibrant town centres
- 8 Retaining leisure, culture and tourism facilities in the Island Sea Front Area
- 9 Retain the Holiday Areas for serviced tourism accommodation
- 10 Sustainable and efficient use of land
- 11 Number of affordable homes built
- 12 Improving community health
- 13 Value of developer contributions collected
- 14 Reduction in road traffic congestion through modal shift away from car use to alternative forms of transport
- 15 Improvements and upgrades to Fylde Railway Network (i.e. North Fylde Line and South Fylde line)
- 16 Minimise the amount of inappropriate development in Flood Zones 2 and 3
- 17 Change in areas of biodiversity importance
- 18 Amount of sport, recreation and informal open space gained, and lost to other uses
- 19a Number of Heritage Assess on Historic England's "At Risk" register
- 19b Number of listed buildings and buildings in Conservation Areas lost through development proposals
- 19c Conservation Area Appraisals
- 19d Publication of local list of heritage assets

## 2. SPATIAL PORTRAIT OF FYLDE

### The Borough of Fylde

The Borough of Fylde is situated on the west coast of Lancashire, covering 166km<sup>2</sup>, with a population of 75,800 (Census, 2011).

Fylde is a two tier authority with Lancashire County Council (LCC) carrying out functions such as highways, minerals and waste planning and education whilst Fylde Council has responsibility for areas such as planning and environmental health.

Fylde is a predominantly rural Borough. It is bounded to the north by Wyre Borough and the estuary of the River Wyre, to the west by the densely populated urban area of Blackpool, by Preston to the east and by the Ribble Estuary to the south.

**Map 1 - Fylde in Context**



Fylde Borough Council. (c) Crown Copyright and database right (2014). Ordnance Survey (100006084).

### Main Areas

The coastline is one of the dominant features of the Borough and is the setting for the majority of its urban areas. The largest towns, Lytham and St Annes, together have a reputation as a high quality resort with their significant visitor resources along the

seafront and an internationally famous championship golf course. Other significant settlements within Fylde are Freckleton and Warton, Kirkham and Wesham, which together form the only sizeable inland settlements.

**Map 2 - Fylde**





The Fylde Borough can be readily divided into local areas reflecting their distinctive individual characteristics. The areas are based on geographical areas, some of which have issues in common and others cross administrative boundaries. In considering the local areas, the Council recognises five broad areas, each containing individual distinctive settlements:

- 1) Lytham and St Annes
- 2) Kirkham and Wesham
- 3) Freckleton and Warton
- 4) The Fylde-Blackpool Periphery
- 5) Rural Areas

Fylde plays an important part in the Lancashire economy – containing regionally significant business sectors including BAE Systems at Warton (part of the internationally and nationally important Lancashire Advanced Engineering and Manufacturing Enterprise Zone), Blackpool Airport (now part of the Blackpool Airport Enterprise Zone) and the Westinghouse Springfields (Salwick) nuclear processing plant. It is vital that we manage, guide and encourage development within Fylde to meet the identified needs and aspirations of all our local communities.



### 3. LOCAL PLAN PROGRESS AND OTHER RELEVANT DOCUMENTS

#### Fylde Local Plan 2005

The current adopted Local Plan: The Fylde Borough Local Plan (As Altered) (Oct 2005) is an amalgamation of two documents:

- The Fylde Borough Local Plan 1996-2006.
- The Fylde Borough Local Plan Alterations Review 2004-2016.

The Alterations Review was published due to a number of matters that arose in the period leading up to, and since the adoption of the earlier Local Plan, which argued strongly in favour of reviewing the housing chapter and some limited aspects of other parts of the plan.

#### Saved Local Plan Policies

##### Fylde Borough Local Plan, May 2003

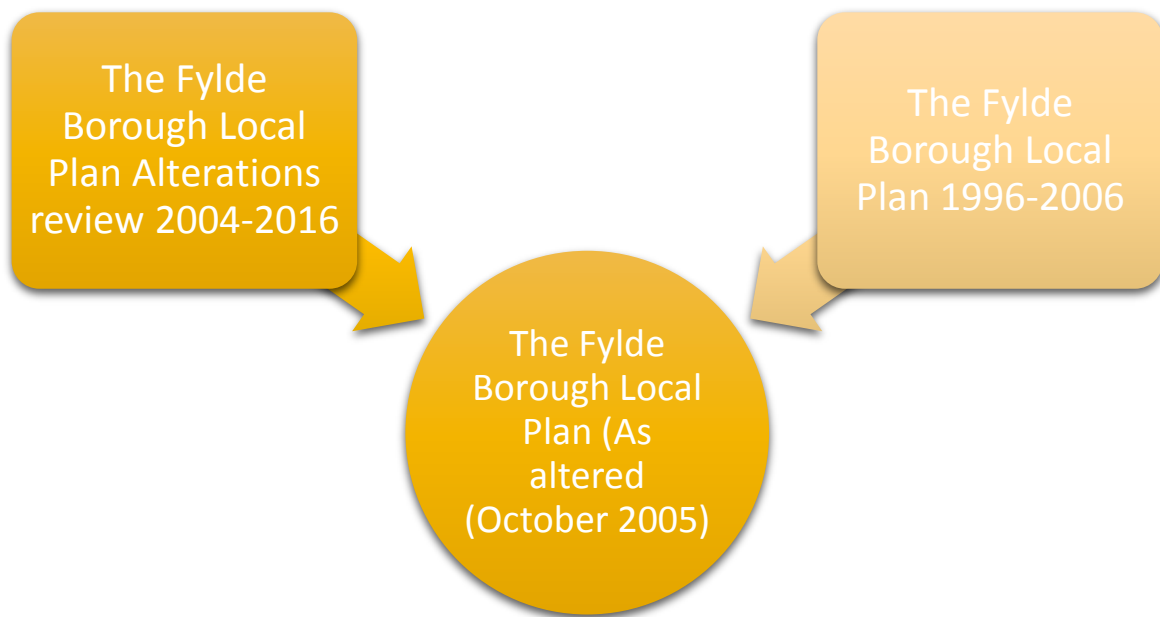
In order to retain specified policies in the Fylde Borough Local Plan (FBLP) beyond 28 September 2007, the Council was required to seek the Secretary of State's agreement to issue a Direction. The Direction under paragraph 1(3) of schedule 8 to the Planning and Compulsory Purchase Act 2004, in respect of the FBLP, was issued by the Secretary of State on 18 September 2007.

All policies in the FBLP were saved, except Policy TR9: Car Parking within New Developments. This policy related to Appendix 7 which was deleted from the FBLP by means of the Alterations Review, and car parking standards were subsequently provided by the adopted joint Lancashire Structure Plan 2001-2016.





## Current Adopted Fylde Local Plan



## Fylde Borough Local Plan Alterations Review, October 2005

The nine policies introduced in the Alterations Review were saved until 9 October 2008. In order to retain specified policies in the Alterations Review beyond this date, the Council were required to seek the Secretary of State's agreement to issue a direction. The Direction under paragraph 1(3) of schedule 8 to the Planning and Compulsory Purchase Act 2004, in respect of the FBLP, was issued by the Secretary of State on 2 October 2008.

- The Fylde Borough Local Plan 1996 – 2006, adopted on 19 May 2003, and prepared in general conformity with the Lancashire Structure Plan 1991 – 2006 (LSP); and
- The Fylde Borough Local Plan Alterations Review 2004 – 2016, adopted on 10 October 2005, and prepared in general conformity with the joint Lancashire Structure Plan 2001 – 2016 (JLSP).

All policies in the Alterations Review were saved, except Policy HL1: The Quantitative Housing Issue/Affordable Housing. Instead the Council produced an interim Housing Policy.

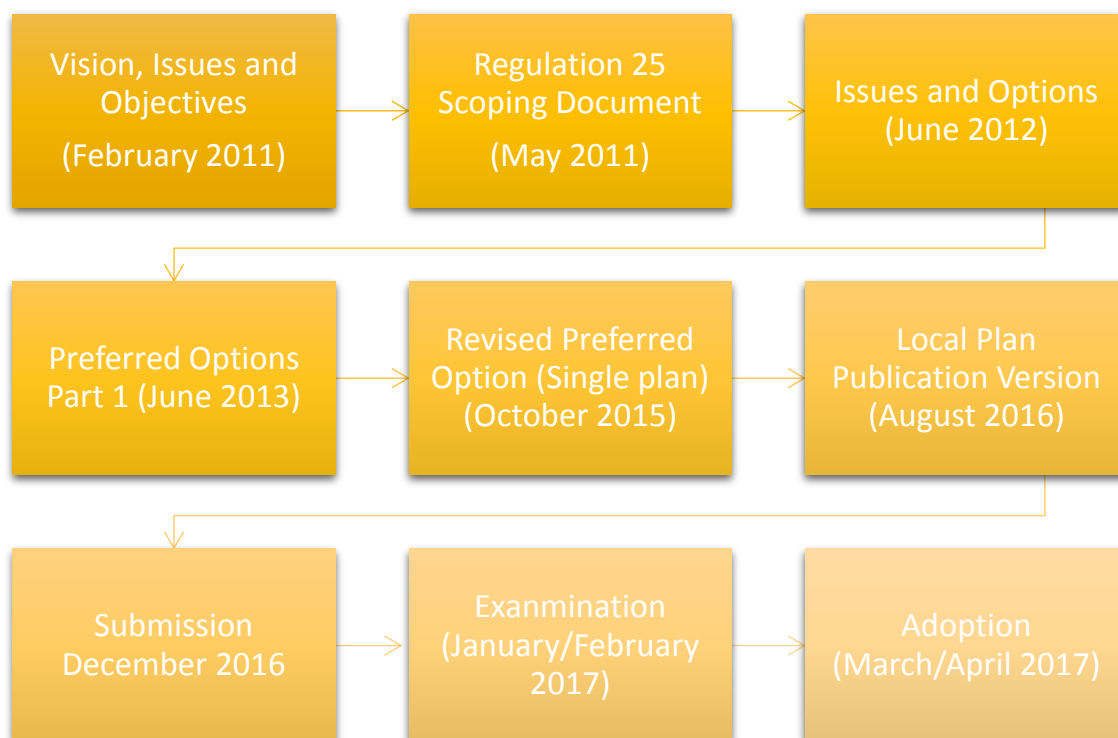
## The Emerging Fylde Local Plan to 2032 – Publication Version

The emerging Fylde Local Plan to 2032 – Publication Version, will contain strategic and non-strategic allocations for new homes and employment land, sites for Gypsies, Travellers and Travelling Showpeople, leisure, retail, tourism and community use, or a mixture of such uses. The Plan also comprises of Development Management policies, which will inform decisions on planning applications and appeals; together with policies to protect the natural and built environment and heritage assets.

The Plan is built upon the key principle of **sustainable development** and its three dimensions: social, economic and environmental. These dimensions give rise to the need for the planning system to perform a number of roles (the Framework, paragraph 7):

- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and
- **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

### Fylde Local Plan to 2032 Timetable



The timetable for the Production of the Plan is set out in the following table.

## Fylde Local Plan to 2032 Production Timetable

**Table 1: Fylde Local Plan to 2032 – Production Timetable**

| Document                        | Timetable   | Approximate Date         | Ahead/Behind Timetable Schedule | Reasons   |
|---------------------------------|---|--------------------------|---------------------------------|---|
| <b>Fylde Local Plan to 2032</b> | Draft Revised Preferred Option – Consultation (7 weeks)         | October to November 2015 | Behind by 2 weeks               | <ul style="list-style-type: none"> <li>• Loss of staff</li> <li>• Evidence base updates</li> <li>• Processing the Preferred Option Consultation responses took longer than expected due to large percentage of written representations</li> </ul> |
|                                 | Consultation on Publication Version (Soundness of the document) | August to September 2016 | On time                         |   |
|                                 | Submission of all documents and responses to Secretary of State | December 2016            | On time                         |   |
|                                 | Examination in Public (EiP)                                     | January to February 2017 |                                 |   |
|                                 | Adoption by Fylde Council                                       | March to April 2017      |                                 |   |

## Supplementary Planning Documents

In addition to the Plan, the following documents provide further details and guidance relating to development and are material considerations when assessing planning applications and development proposals within Fylde.

| Document                       | Adopted | Date             | Ahead/Behind Schedule | Reasons |
|--------------------------------|---------|------------------|-----------------------|---------|
| <b>Extending Your Home SPD</b> | Yes     | 20 November 2007 | N/A                   | N/A     |

The Supplementary Planning Document is available to view on the following link:

<http://www.fylde.gov.uk/business/planning/extending-home-supplementary-planning-document/>

## Statement of Community Involvement

In addition, the Council's Statement of Community Involvement (SCI) sets out the arrangements for community engagement in the planning process by the Council. The SCI is covered in more detail in Chapter 4 - Adherence to the Statement of Community Involvement.

## Evidence Base Updates

As part of the Local Plan process a robust evidence base has been produced which includes the following documents.

**Table 2: List of Evidence Base Documents**

| Evidence Base Document  | Published | Date           |
|---|-----------|----------------|
| Settlement Hierarchy Background Paper                                 | Yes       | March 2016     |
| Site Assessment Background Paper                                      | Yes       | March 2016     |
| Fylde Economic Viability Assessment                                   | Yes       | February 2016  |
| Local Strategic Transport Prospectus                                  | Yes       | January 2016   |
| Environment Commissioning Plan for Fylde                              | Yes       | 2015/2016      |
| Built Heritage Strategy for Fylde                                     | Yes       | 2015/2016      |
| Strategic Site Assessment   | Yes       | December 2015  |
| Fylde Local Plan Sustainability Appraisal Scoping Report              | Yes       | 2015           |
| Planning Policy for Travellers Sites                                  | Yes       | August 2015    |
| Lancashire Visitor Economy Strategy (draft)                           | Yes       | July 2015      |
| Area of Separation Background Paper                                   | Yes       | November 2014  |
| Gypsy and Traveller and Travelling Showpeople Assessment              | Yes       | September 2014 |
| Fylde Coast Retail Study 2013 Update                                  | Yes       | February 2014  |
| Fylde Coast Strategic Market Assessment                               | Yes       | February 2014  |
| Strategic Flood Risk Assessment                                       | Yes       | November 2011  |
| Lancashire & Blackpool Local Flood Risk Management Strategy 2014-2017 | Yes       | 2014           |
| Employment Land and Premises Study                                    | Yes       | August 2012    |

A full and comprehensive list of documents can be viewed the following the below link:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/evidence-base/comprehensivelistofevidence/>



The following documents have either been completed or are in the process of being completed but may have been published after the base date of 31 March 2016 and as such will be covered in the next AMR:

**Table 3: List of Evidence Base Documents – yet to be published**

| Evidence Base Document                                     | Published | Date                   |
|--|-----------|------------------------|
| Fylde Housing Requirement Paper                            | No        | July 2016              |
| Fylde Housing Land Availability Schedule                   | No        | 2016                   |
| Update to the Gypsy and Traveller Accommodation Assessment | No        | Expected December 2016 |
| Fylde Economic Viability Assessment (Addendum Report)      | No        | August 2016            |
| Open Space Update Report                                   | No        | May 2016               |
| Playing Pitch Strategy Assessment Report                   | No        | May 2016               |
| Playing Pitch Strategy and Action Plan                     | No        | May 2016               |
| Business & Industrial Land Schedule (March 2016)           | No        | December 2016          |

## 4. ADHERENCE TO STATEMENT OF COMMUNITY INVOLVEMENT

### Statement of Community Involvement (SCI)

Under Section 18 (Part 2) of the Planning and Compulsory Purchase Act 2004 Local Planning Authorities are required to prepare a 'Statement of Community Involvement' (SCI). The Council's SCI sets out the arrangements for community engagement in the planning process within the Fylde Borough.

The SCI sets out what consultation will take place with the community with regard to planning policy documents and planning applications. An SCI states who the Council will consult with, when and how.

The SCI provides clarity on the extent of community involvement in the planning system and sets out clear consultation procedures and standards that the Council will follow when undertaking consultations.

### Updated Statement of Community Involvement

The Updated SCI is due to be adopted by the Council on the 15 June 2016. This will be an update to the SCI published in 2011 which was required to reflect changes to the planning system and the Government's increased emphasis on community involvement.

The current updated SCI is available to view via the following link. <http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/statement-community-involvement/>

### Summary of SCI in relation to Local Plan consultation

The Plan is a document which will guide the future development of land and buildings in Fylde and will be used in determining planning applications. The level of community consultation and engagement in its production will be dependent upon the production stage of the document.

The Council will normally advertise the consultation by:

- Notifying individuals and organisations registered on the planning policy consultation database.
- Through press advert, press release and on the Council's website.

The Council will further provide opportunities to view the consultation material on the Council's website, at the Council Offices, public libraries and other appropriate deposit points.

To engage individuals and organisations, the Council will undertake events, such as exhibitions, public meetings, and workshops or drop in events.

The Council will normally provide a minimum of four weeks to submit written comments and a minimum of six weeks for consultation on draft documents.

The Council will acknowledge receipt of all written comments received. A consultation statement will be produced which summarises all written comments received with a Council response. These documents will then be available to view on the Council's website.

### **Consultation Stages**

The following consultations have taken place on the Plan to date.

### **Issues, Vision and Objectives**

The 'Issues, Vision and Objectives' were consulted on between 7 February and 25 March 2011. This was the first consultation on the content of the Plan.

Its purpose was to seek views on the key issues facing the borough and the Vision and Objectives for inclusion in the Local Plan. Various methods of community involvement were used in order to target as many people as possible, with particular emphasis on the 'silent majority.' Planning Officers met with key organisations, such as the education authority, Environment Agency and United Utilities, to discuss infrastructure provision across the borough. Officers also spoke to employees at larger local companies such as BAE Systems, and local secondary schoolchildren. No formal document was produced at this stage. The consultation statement produced is available to view via the following link:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/local-plan-to-2030-consultations/issuesandoptionsconsultation/>

### **Local Plan Scoping Study (Regulation 25 document)**

Between 19 May and 1 July 2011 the Council invited representations on what subjects or elements the Plan should contain. The Council proposed that the Plan should contain various elements including settlement hierarchy, Green Belt, the countryside, housing, employment, retail, heritage, biodiversity, culture, landscape, waste and minerals.

A six week public consultation exercise was carried out from the 19 May until 1 July 2011. The consultation invited representations from the local community and other external stakeholders on what subjects, topics or themes the Plan ought to contain. The consultation statement produced is available to view via the following link;

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/local-plan-to-2030-consultations/regulation25/>

### **Fylde Local Plan Issues and Options**

The Issues and Options consultation took place over six weeks between Thursday 7 June and Thursday 19 July 2012, and was the third consultation on the Plan. The consultation took place



in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Its purpose was to introduce five spatial options for the Borough and set out some of the key issues that the Plan will address.

The Issues and Options document and consultation statement produced are available to view via the following link:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/local-plan-to-2030-consultations/issues-and-options-consultation/>

### **Local Plan Part 1 Preferred Options**

The Council consulted on the Plan Part 1 Preferred Options document between 27 June 2013 and 22 August 2013.

The Preferred Options for the Plan (Part 1) set out the preferred policies on housing, employment, the environment and other matters and proposed Strategic Development Sites as part of Strategic Locations for Development.

The Preferred Options document produced is available to view via the following link:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/local-plan-to-2030-consultations/fylde-local-plan-2030-part-1-preferred-options/>

### **Local Plan to 2032 Revised Preferred Option (RPO)**

The Revised Preferred Option (RPO) version of the Fylde Local Plan to 2032 is expected to be agreed for consultation by the Council's Development Management Committee meeting on 16 September 2015.

The consultation on the RPO version of the Local Plan took place over seven weeks between Thursday 15 October and Thursday 3 December 2015, and was the fourth consultation on the Local Plan. The consultation took place in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations, 2012.

The RPO version of the Local Plan sets out the strategic and non-strategic allocations for new homes and employment land within strategic locations for development, together with leisure, retail, tourism and community use, or a mixture of such uses. The RPO also comprises of development management policies, which will inform decisions on planning applications; together with policies to define areas of open space and town centre boundaries and to protect the natural and built environment.

The RPO version has been written to address the key policy issues of the Borough, and has been informed by the results of the 'Issues and Options' public consultation undertaken in June/July 2012, the 'Issues, Vision and Objectives' public consultation undertaken in February/March 2011 and the Preferred Option consultation carried out in June/August 2013.



The RPO document and associated consultation materials produced as part of this exercise is available to view via the following link:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/fylde-local-plan-2032-revised-preferred-option/>

### Local Plan to 2032 Publication Version

The Publication Version of the Plan is due to go out for consultation in August/September 2016. This document will then be submitted (as the Submission document) to the Secretary of State in December 2016, along with various documents of evidence which have informed the Plan. The Plan will then be examined by a Planning Inspector who will consider the 'soundness' of its policies before the anticipated adoption by Fylde Borough Council in Spring 2017.

### Summary of Main Consultation Methods

The following table provides a summary of the main methods used when consulting on the different stages of the Local Plan. The Council exceeded both the requirements of the SCI and the relevant national legislation when conducting the consultations.

**Table 4: Consultation Methods**

| Local Plan Stage                                     | Issues, Vision and Objectives | Regulation 25 Scoping document | Issues and Options | Preferred Options Part 1 | Revised Preferred Option (RPO) |
|--|-------------------------------|--------------------------------|--------------------|--------------------------|--------------------------------|
| Formal document produced                             | No                            | No                             | Yes                | Yes                      | Yes                            |
| Newspaper advertisements                             | Yes                           | Yes                            | Yes                | Yes                      | No                             |
| Press Release  | Yes                           | Yes                            | Yes                | Yes                      | Yes                            |
| Advertisement on Fylde Internet Page                 | Yes                           | Yes                            | Yes                | Yes                      | Yes                            |
| Letter sent to everyone on register of consultees    | Yes                           | Yes                            | Yes                | Yes                      | Yes                            |
| Consulted all those required by relevant legislation | Yes                           | Yes                            | Yes                | Yes                      | Yes                            |

# FYLDE COUNCIL - AUTHORITY MONITORING REPORT 2015-16

|  |                          |   |   |  |   |
|--|--------------------------|---|---|--|---|
|  |                          |   |   |  |   |
| Leaflets produced  | Yes                      | No                                      | Yes   | Yes  | Yes   |
| Posters produced   | Yes                      | No                                      | Yes   | Yes  | Yes   |
| Questionnaires produced  | Yes                      | No                                      | Yes   | Yes  | Yes   |
| Consultation events  | Yes                      | No                                      | Yes   | Yes  | Yes   |
| Plan material in Libraries                                       | Yes                      | No                                      | Yes   | Yes  | Yes   |
| Local radio interview with Head of Planning                      | Yes                      | No                                      | Yes   | Yes  | No  |
| Internal Consultation with Council officers                      | Yes                      | Yes                                     | Yes   | Yes  | Yes   |
| Consultation with Councillors and Parish Councillors             | Yes                      | Yes                                     | Yes   | Yes  | Yes   |
| Use of Councils Twitter and Facebook pages                       | Yes                      | No                                      | No  | No   | No  |
| Council officer attendance at other local events to promote Plan | Yes                      | No                                      | Yes   | Yes  | Yes   |
| Council officer attendance in Local Schools                      | Yes                      | No                                      | No  | No   | No  |
| Number of Respondents  | No information available | (48)<br>7 Online<br>22 Email<br>19 Post | (227)<br>101 Online<br>52 Email<br>63 Post<br>11 responded using more than one method | (691)+ 2 late reps<br>40 Online<br>94 Email +(2 Late reps)<br>557 Post | (208)<br><br>This included reps via the on-line DP system, email and post (including a petition from Elswick residents signed by 32). Resulting in an overall total of 962 representations. |

## 5. INDICATORS AND TARGETS

This section includes the following indicators:

- Contextual Indicators – which give background information on the Borough of Fylde.
- The Performance Monitoring Framework Indicators - from the emerging Local Plan to 2032 - Appendix 8. (Local Plan Indicators).

The first part of this section highlights some of the key characteristics of Fylde in order to provide background information, including some key Contextual Indicators even though these are not directly related to specific Local Plan policies.

These indicators could be indirectly affected by various council policies therefore it is very difficult to draw conclusions as to whether specific policies are working, no targets have been set for these Contextual Indicators.

The following Indicators are used as **Contextual Indicators**:

### Contextual Indicators

1. Resident Population Change
2. Population Age Structure
3. Projected Population/Age structure
4. Deprivation
5. Housing Waiting Lists Applications
6. House Prices
7. House Price/Earnings Ratio
8. Employed/Unemployed
9. Income Levels
10. Education/Skill Level
11. Mode of Transport
12. Tourism
13. Areas of Flood Risk
14. Loss of Business Use to Residential

The second part of this section assesses indicators from the **Performance Monitoring Framework** taken from the Plan - Appendix 8.

These indicators will be analysed to assess the effectiveness of the policies contained in the Plan and consist of the following:

Performance Monitoring Framework Indicators

| Indicator Number | Relevant Local Plan policy   | Performance Monitoring Framework Indicator   |
|------------------|--|--|
| 1.               | S1:The Settlement Hierarchy<br>DLF1: Development Locations for Fylde<br>H1: Housing Delivery and the Allocation of Housing Land  | Net additional homes completed   |
| 2.               | S1:The Settlement Hierarchy<br>DLF1: Development Locations for Fylde<br>H1: Housing Delivery and the Allocation of Housing Land  | 5 Year supply  |
| 3.               | S1:The Settlement Hierarchy<br>DLF1: Development Locations for Fylde<br>H1: Housing Delivery and the Allocation of Housing Land  | Housing Trajectory   |
| 4.               | S1:The Settlement Hierarchy<br>DLF1: Development Locations for Fylde<br>H1: Housing Delivery and the Allocation of Housing Land<br>SL1, SL2, SL3, SL4, SL5: Strategic Location for Development | Location of homes completed in relation to Strategic Location for Development Policies |
| 5.               | GD7: Achieving Good Design in Development<br>H4: Affordable Housing  | Higher quality building design   |
| 6.               | EC1: Overall Provision of Employment Land and Existing Employment Sites  | Employment land take-up  |
| 7.               | EC5: Vibrant Town, District and Local Centres  | Retain vibrant town centres  |
| 8.               | EC6: Leisure, Culture and Tourism Development  | Retaining leisure, culture and tourism facilities in the Island Sea Front Area         |
| 9.               | EC7: Tourism Accommodation   | Retain the Holiday Areas for serviced tourism accommodation                            |

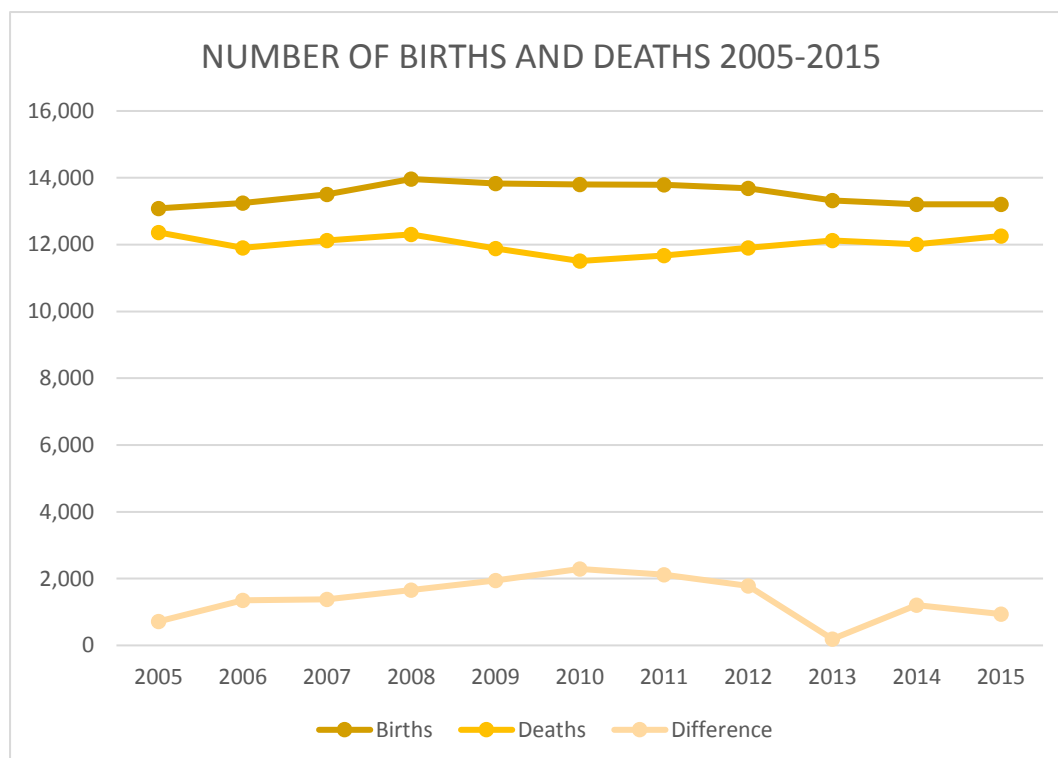
| Indicator Number | Relevant Local Plan policy  | Performance Monitoring Framework Indicator   |
|------------------|---|--|
| 10.              | H2: Density and Mix of New Residential Development  | Sustainable and efficient use of land  |
| 11.              | H4: Affordable Housing  | Number of affordable homes built   |
| 12.              | HW1: Health and Wellbeing   | Improving community health   |
| 13.              | INF2: Developer Contributions   | Value of developer contributions collected   |
| 14.              | T4: Enhancing Sustainable Transport Choice  | Reduction in road traffic congestion through modal shift away from car use to alternate forms of transport |
| 15.              | T4: Enhancing Sustainable Transport Choice  | Improvements and upgrades, to the Fylde Railway Network (i.e. North Fylde Line and South Fylde Line)       |
| 16.              | CL1: Flood Alleviation, Water Quality and Water Efficiency<br><br>SL1, SL2, SL3, SL4, SL5: Strategic Location for Development         | Minimise the amount of inappropriate development in Flood Zones 2 and 3                                    |
| 17.              | ENV2 Biodiversity   | Change in areas of biodiversity importance   |
| 18.              | ENV3: Protecting Existing Open Space (the Green Infrastructure network)<br><br>HW3: Provision of Indoor and Outdoor Sports Facilities | Amount of sport, recreation and informal open space gained, and lost to other users                        |
| 19a.             | Number of Heritage Assets on Historic England's "At Risk" register  | ENV5: Historic Environment   |
| 19b.             | Number of listed buildings and buildings in Conservation Areas lost through development proposals                                     |  |
| 19c.             | Conservation Area Appraisals  |  |
| 19d.             | Publication of a Local List of heritage   |  |

# CONTEXTUAL INDICATORS

## Contextual Indicator 1: Resident Population Change

Fylde is an authority bordering the Lancashire coastline that covers 166 sq. km., it has 21 wards and the number of people per km<sup>2</sup> is similar to the England and Wales average. From an historic point of view there have been dramatic changes and the pace of future change is liable to increase. The population of Fylde has over the years been relatively positive increasing to 77,322 in 2015 (source: Office for National Statistics: Mid-Year Population Estimates). This represents an increase of 3.7% since the 2001 census – above the 3.3% figure for the Lancashire and lower than the 7.9% across England as a whole. Both the number of births and deaths have stabilised over the previous 30 years, as shown on Graph 1. Although births continue to be higher than the number of deaths, thus the population grows.

**Graph 1: Number of Births and Deaths from 2005 - 2015**

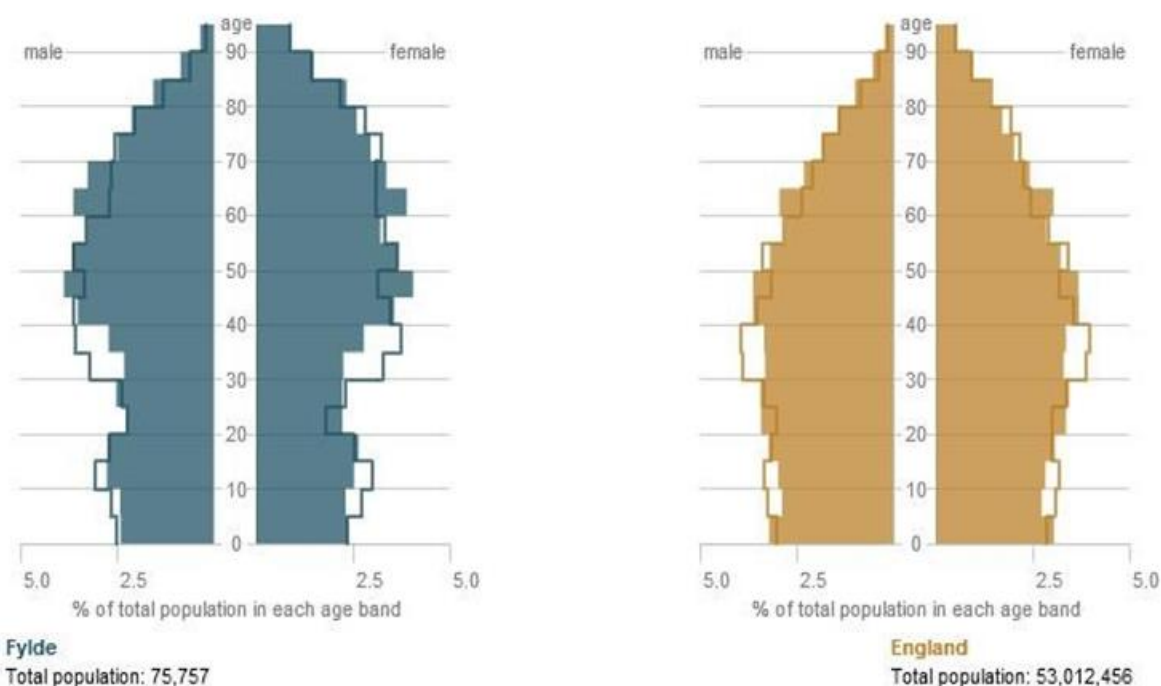


Source: Office for National Statistics (ONS): Lancashire Profile [www.lancashire.gov.uk](http://www.lancashire.gov.uk).

It is estimated that between 2014 and 2039 the population of Fylde will increase by 9.2%. It is also predicted that the number of households will increase by 16.6% between 2014 and 2039, the second greatest percentage rise in the Lancashire area.

## Contextual Indicator 2: Population Age Structure

**Graph 2: Population Age Structure in Fylde**



Source: 2011 Census

The mean age of Fylde residents is 44.9 years, compared to 39.5 in the North-West and 39.3 in England. 24.2% of the population are above retirement age according to data from the 2011 Census. The 2011 Census suggests 59.8% of the population are of working age (aged between 16 and retirement) compared to 58.8% nationally.

The proportion of the population above retirement age has slowly increased since 2001, whilst numbers of children have continued to fall – from 17.5% of the total in 2001 to 15.9% in 2011. This indicates that the dependency ratio (of the working age to non-working age population) has increased over the past decade, as indicated on the above graph.

The Fylde Coast is viewed as a popular place to retire. The large elderly population has implications for a number of issues including healthcare provision, appropriate housing and economic issues, such as the amount of disposable income available to this sector of the population.

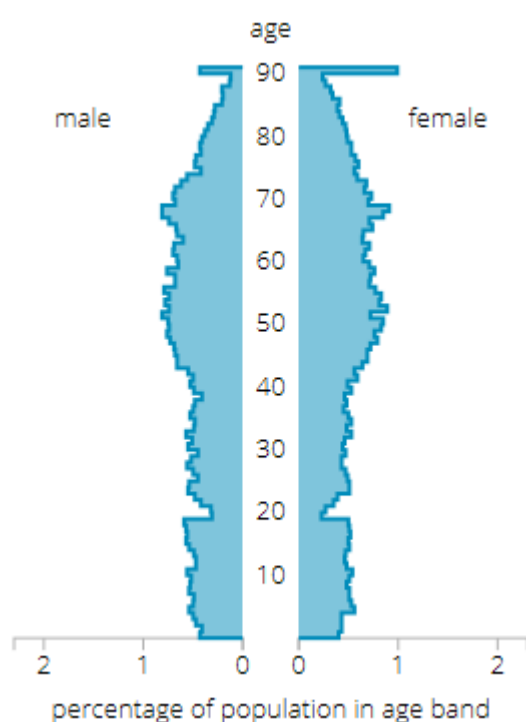
### Contextual Indicator 3: Projected Population/Age Structure

Table 2 shows that Fylde's population is due to increase from 77,000 in 2015 to over 84,000 in 2039 (a slight decrease in previous population projections). However, the estimated increases are significantly higher than those projected for the whole of Lancashire and the North West.

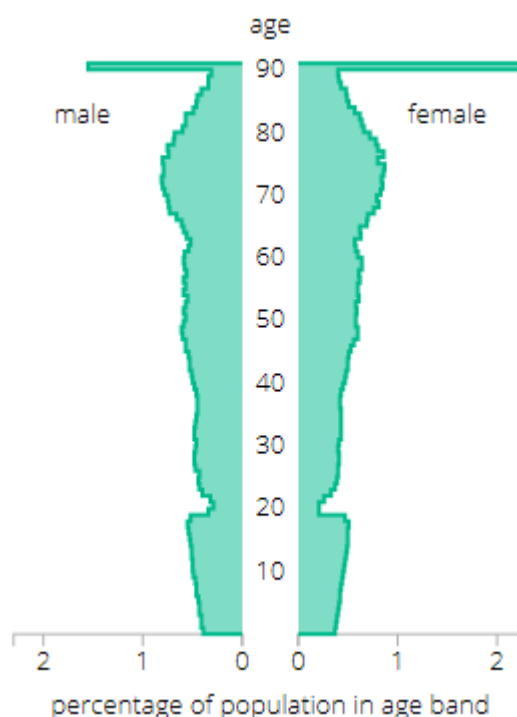
**Table 5: Projected Population – 2014 to 2039**

| Area            | 2015       | 2019       | 2024       | 2039       | % change, number of years from 2014 |      |      |
|-----------------|------------|------------|------------|------------|-------------------------------------|------|------|
|                 |            |            |            |            | 5                                   | 10   | 25   |
| Fylde           | 77,042     | 78,666     | 80,515     | 84,194     | 2.11                                | 4.51 | 9.28 |
| Lancashire (14) | 1,471,979  | 1,488,531  | 1,504,518  | 1,538,395  | 1.12                                | 2.21 | 4.51 |
| North West      | 7,132,991  | 7,275,838  | 7,409,124  | 7,719,677  | 2.0                                 | 3.9  | 8.2  |
| England         | 54,316,618 | 56,466,323 | 58,396,286 | 63,281,519 | 4.0                                 | 7.5  | 16.5 |

Source: Office for National Statistics



Fylde Population Structure 2015



Fylde Population Structure 2039

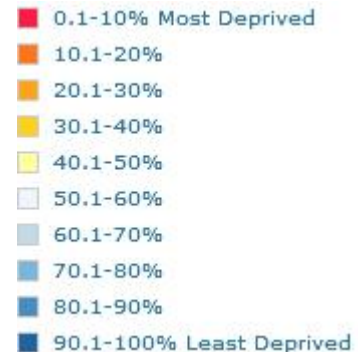
The above population graphs identify that 24.2% of the population in 2015 are 65 and above, however this is projected to significantly increase to 38.4% by 2039, which would equate to over a third of the population being 65 and above.



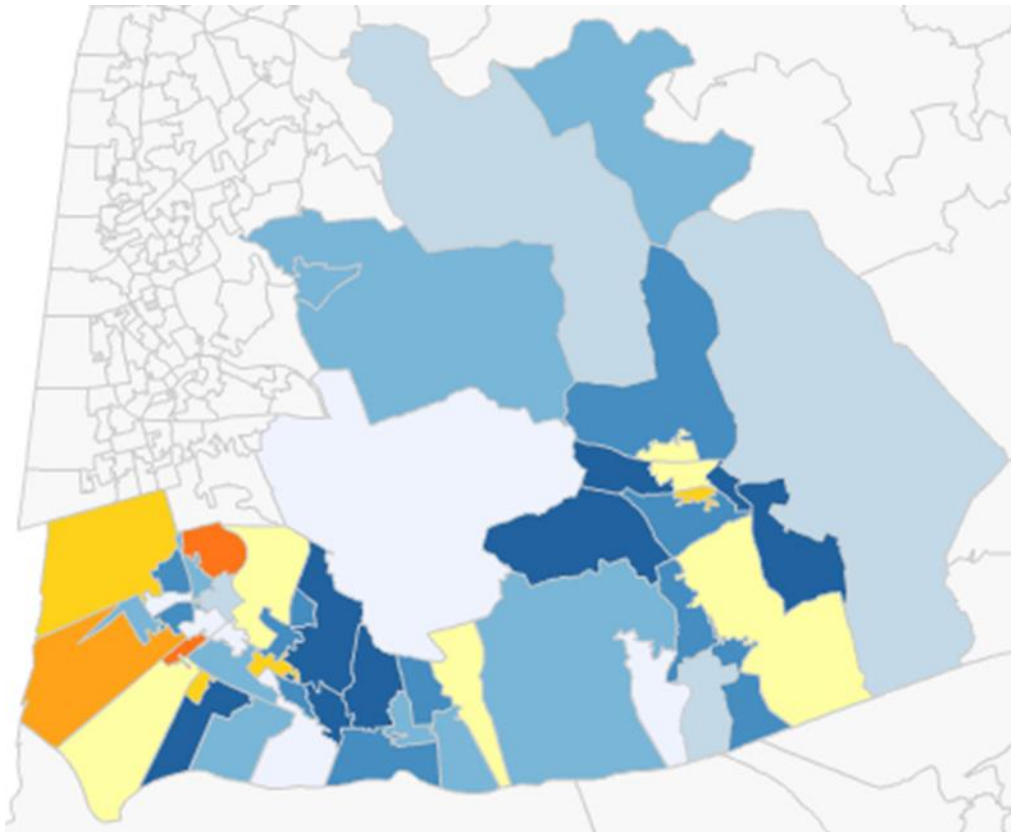
## Contextual Indicator 4: Deprivation

The IMD 2010 was constructed by combining the seven transformed domain scores, using the following weights:

- Income (22.5%)
- Employment (22.5%)
- Health and Disability (13.5%) Education, Skills and Training (13.5%)
- Barriers to Housing and Services (9.3%)
- Crime (9.3%)
- Living Environment (9.3%)



**Map 3 - Indices of Multiple Deprivation**

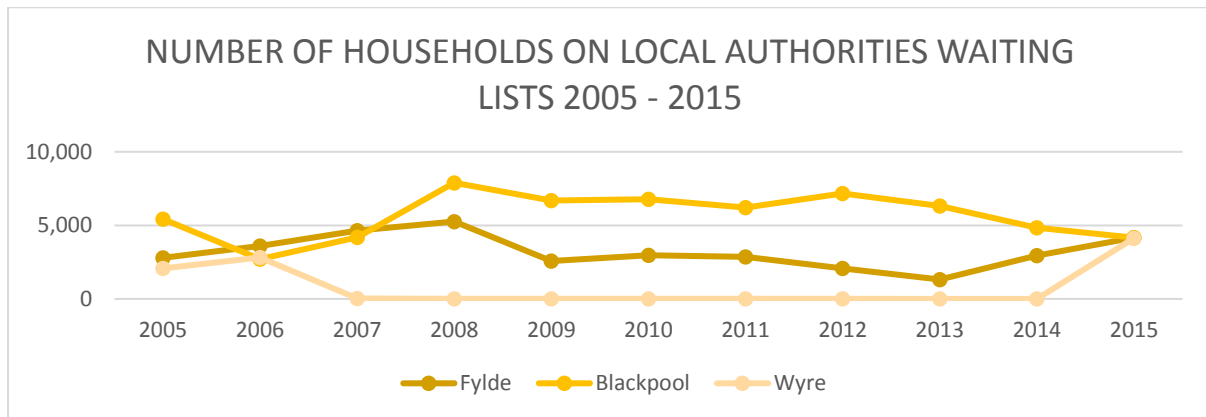


Source: Indices of Multiple Deprivation 2010, Department for Communities and Local Government (DCLG) through [www.lancashire.gov.uk](http://www.lancashire.gov.uk).

The 2015 Indices of Deprivation revealed that Fylde has a reasonably low overall deprivation ranking being the 218<sup>th</sup> most deprived area out of 326 districts and unitary authorities in England. However, there are some areas of relatively high deprivation (in the 20 to 30 % most deprived areas), as shown in Map 3 above, these tend to be concentrated in St Annes Town Centre and near the boundary with Blackpool.

## Contextual Indicator 5: Housing Waiting List Applications

**Graph 3: Number of Households on Housing Waiting Lists**



Source: Department for Communities and Local Government DCLG - Table 600: numbers of households on local authorities' housing waiting lists, by district: England 1997 to 2015

Fylde no-longer has any housing stock of its own, as this was transferred to the Progress Housing Group in 2000. Therefore, residents who wish to register for social housing need to do so to the one company who represent all of the above three councils - My Home Choice Fylde Coast.

As shown in the graph above, Fylde historically has a lower number of households on the housing waiting list than its neighbouring authority Blackpool, as some of the data for Wyre is not available it is unsure if this was the case here too. Although the number of households on the Fylde housing waiting list initially declined significantly since peaking in 2008, over the last two years it has started to grow again and has more than trebled from 2013.



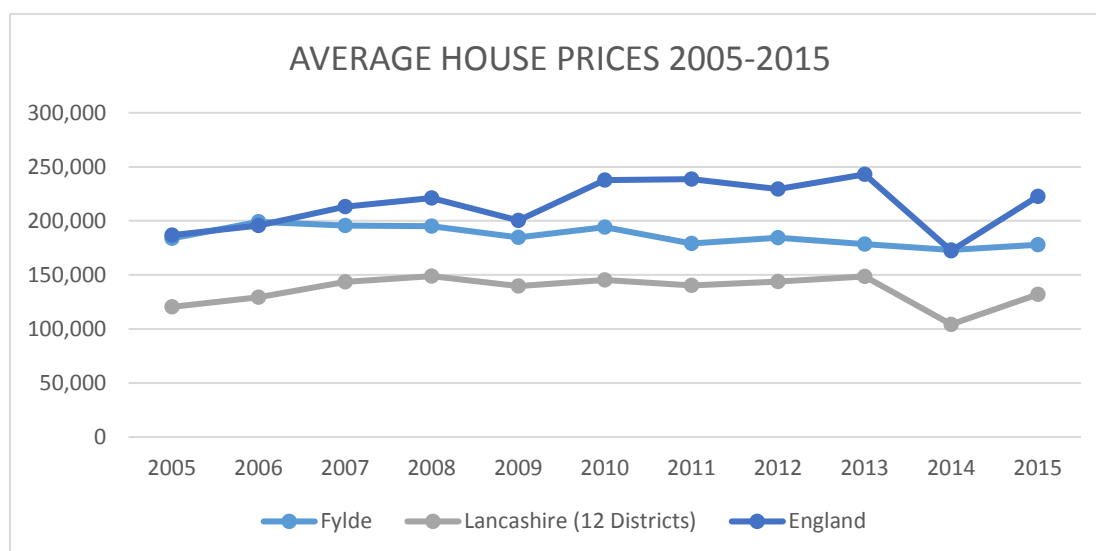
## Contextual Indicator 6: House Prices

Fylde has the higher proportions of its housing stock in the council tax bands E to G, in comparison to the country and national averages. It also has a very high percentage of its dwelling stock in the owner occupier and privately rented sector.

A mosaic profile of local households classifies Lancashire residents by 15 main groups. Senior security is the dominant group in large parts of Fylde, whilst prestige positions and suburban stability are two of the other dominant groups in parts of the authority.

The 2011 census results for people with second addresses show that Fylde had the highest rate in Lancashire (45 per 1,000) of usual residents elsewhere with a second address in the area.

**Graph 4: Average House Prices**



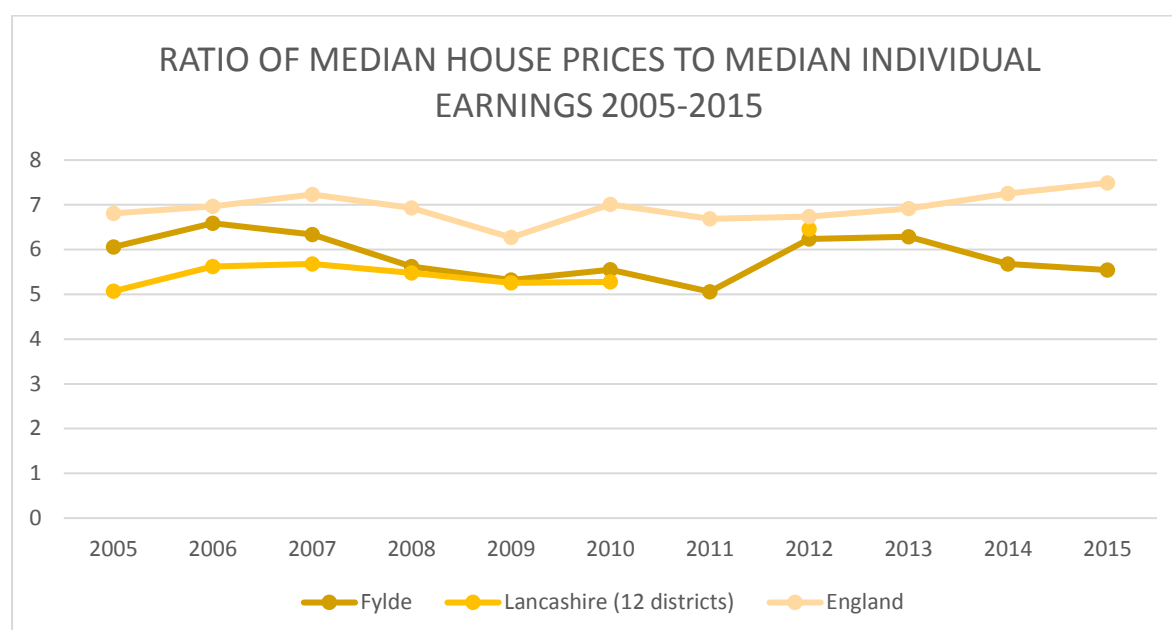
Source: Land Registry data, House Price Index

As shown in Graph 4, the house prices in Fylde are higher than the average for the 12 districts of Lancashire, but statistics show a slight steady decrease in price since 2010. Both England and Lancashire saw a sharp decrease in house prices between 2013 and 2014, whereas properties in Fylde largely kept their value in comparison.

## Contextual Indicator 7: House Price/Earnings Ratio

In 2015, the house price to earnings ratio 7.49 for England as a whole was higher than the ratios for all the authorities in Lancashire. Higher ratios tend to indicate less affordable housing, greater demand and difficulty for households to get onto the property ladder. Lower ratios tend to suggest greater affordability but may indicate lower earnings, reduced purchasing power and/or lower demand in an area.

**Graph 5: Ratio of House Prices to Earnings**



Source: Department for Communities and Local Government: Housing Statistics (Table 577)

These statistics are based on house price data from the Land Registry and earnings data from the Annual Survey of Hours and Earnings (ASHE).

Since ASHE data is used, the denominator is not total income (which may include unearned money from items such as benefits or rent) but is instead individual earnings (which includes payment from employment but excludes self-employment). It is thus more accurate to refer to it as the median house price/earnings ratio.

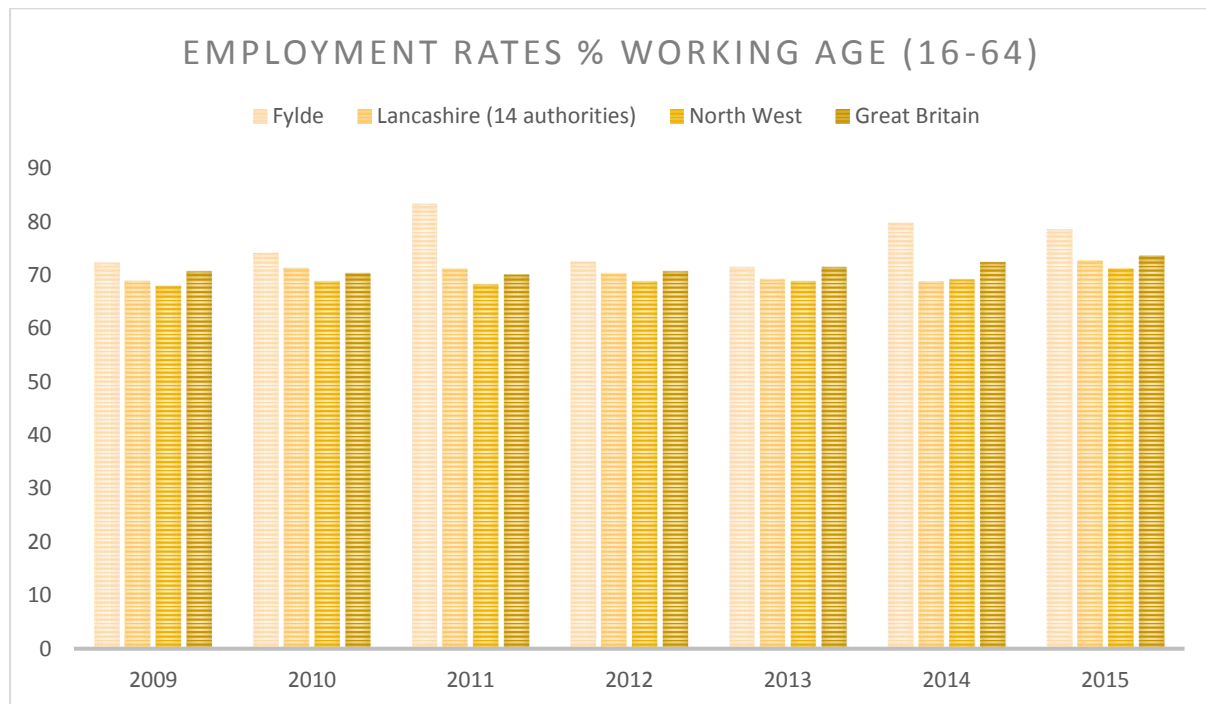
(A higher number denotes higher median house prices in relation to earnings).

In 2015, the house price to earnings ratio of 7.49 for England as a whole was higher than the ratios for all of the authorities in the Lancashire-14 area. Locally, there are some very wide variations in the ratios that emphasise the large disparities in general affordability across the Lancashire area, ranging from 3.62 to 7.38 (Fylde = 5.54) times earnings.

Although the figures are incomplete, generally Fylde has a higher median house price relative to earnings than the Lancashire average, but less than the England average (7.49). In 2015, the lower quartile house prices to lower quartile ratios were higher than the overall house price to earnings ratios in Fylde (5.78, +0.24), which indicates that it is even more difficult to get a foot on the housing ladder.

## Contextual Indicator 8: Employed/Unemployed

**Graph 6: Employment Rates**



Source: Annual Population Survey, Office for National Statistics via NOMIS

At the national level, the employment rate declined between 2009 and 2011, in comparison to Fylde which increased over this time period. The national level has since increased to reach 73.6% in 2015. For the North West, the 2015 result of 71.2% was somewhat below the national level. Fylde has consistently recorded high rates in excess of 70% and the national and Lancashire level.



The above graph shows that following a slight decline in the employment rate during 2012 and 2013, employment is gradually on the rise again. It is possible that the spike in employment rates in 2011 was an anomaly.

## Contextual Indicator 9: Income Levels

As shown in Table 3 below, both the average weekly and yearly median gross income levels for Fylde are higher than both regional and national averages. In particular Fylde average mean income is significantly higher than the 12 districts of Lancashire.

**Table 6: Median Gross Annual & Weekly Earnings - all employees in 2015**

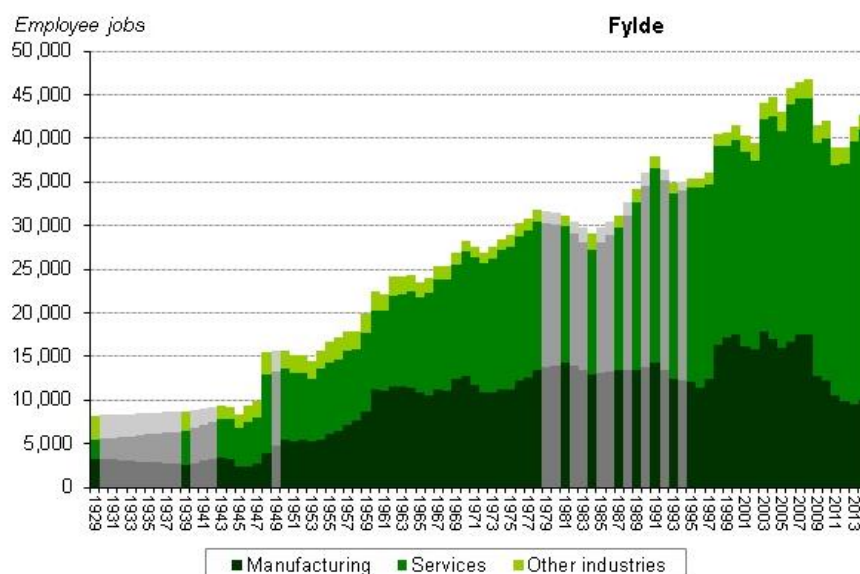
| Area                             | Median Gross Weekly Earnings | Median Gross Annual Earnings |
|----------------------------------|------------------------------|------------------------------|
| <b>Fylde</b>                     | <b>£535.90</b>               | <b>£29,574</b>               |
| <b>Lancashire (12 districts)</b> | £387.90                      | £20,576                      |
| <b>Blackpool UA</b>              | £325.40                      | £17,451                      |
| <b>North West</b>                | -                            | £21,051                      |
| <b>United Kingdom</b>            | £425.80                      | £22,487                      |

Source: Lancashire County Council - Lancashire Profile

Of the 14 local authorities that form the broader Lancashire area, both Fylde and Ribble Valley have long been viewed as the most affluent. Both contain rural areas that are popular with commuters and towns that have none of the high levels of deprivation seen in other urban areas within the county. BAE Systems have large sites in both authorities that provide high paid jobs that underpin the local economies.

Employee numbers in Fylde increased in the decade to 2008 at a rate above the national and county average. Employment numbers between 2009 and 2014 reveal a 2.2% increase in the authority to reach a figure of 43,500.

**Graph 7: Long-term Jobs**

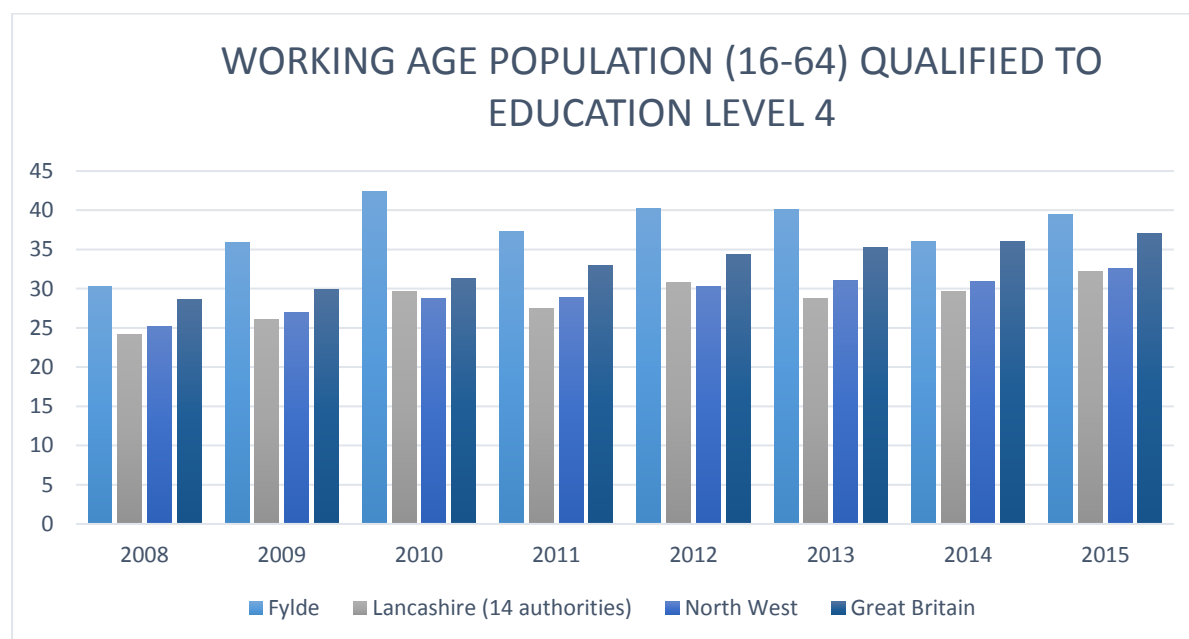


Source: Lancashire County Council - Lancashire Profile

## Contextual Indicator 10: Education/Skill Level

Key stage 4 covers the two years of school education that incorporates GCSEs in maintained schools. The percentage of pupils achieving five or more A\*- C grades at GCSE or equivalent including English and Maths in 2014/15 was 60.2% in the Fylde district.

**Graph 8: Percentage of Population Qualified to Education Level 4**



Source NOMIS: official labour market statistics  
Working-age population is 16-64 for both males and females.

People are counted as qualified to Level 4 or above if they hold qualifications equivalent to NVQ Levels 4-8. Level 4-6 qualifications include foundation or first degrees, recognized degree-level professional qualifications, teaching or nursing qualifications, diplomas in higher education, HNC/HND or equivalent vocational qualifications.

As shown in Graph 8 above, in 2010 Fylde had a significantly higher proportion of its population qualified to education Level 4 than both regional and national averages with 10% above the Lancashire average and 5% above Great Britain's average. However, this level has decreased slightly and more recent figures show that the percentage of Fylde residents qualified to education Level 4 has increased and is again significantly higher than both Lancashire and the North West.

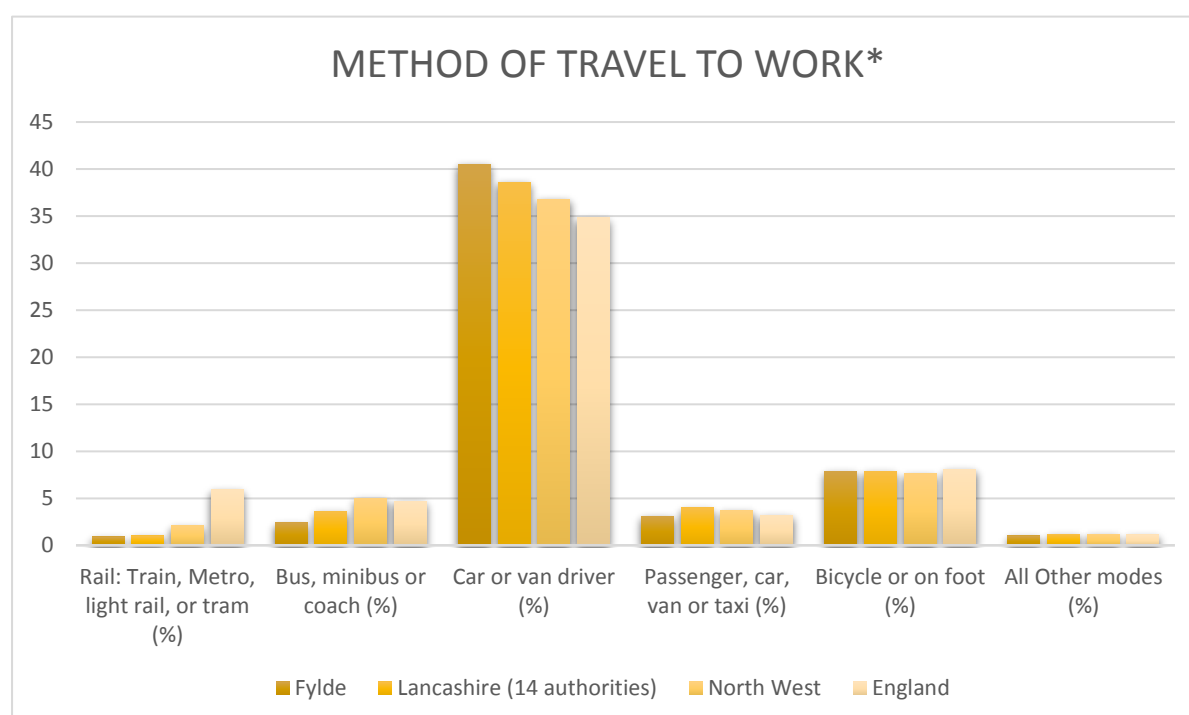


## Contextual Indicator 11: Transport Mode Use

Transport has a key role to play in realising the economic potential of an area by unlocking key locations, such as the existing and new locations referred to in the economy section. Using sustainable transport modes can significantly improve employment opportunities and life chances. In urban areas the reliance on the car presents problems of traffic congestion and reduced air quality. The M55 passes through the Borough and offers direct access to the national motorway network however the rural nature of much of the authority, and the proximity to the coast, means that air quality results in Fylde are much better than those recorded in the proximity of many of the core urban centres of Lancashire.

Blackpool Airport occupies a site adjacent to the border between Blackpool and Fylde districts. Commercial passenger services from the airport ceased in mid-October 2014, but a month later the airport reopened to general aviation traffic, including helicopters flights to offshore rigs.

**Graph 9: Method of Travel to Work**



Source: ONS 2011 Census, Table CT0015: Method of Travel to Work (Alternative)

*\*Includes residents not in employment*

As shown in the above graph, a higher proportion of people in Fylde (40%) use their car or van to travel to work than regional (North West 37%) - or national averages (35%). Conversely significantly fewer people travel via bus or rail than regional and national averages.

Similar numbers of people travel by bike or on foot to regional and national averages.

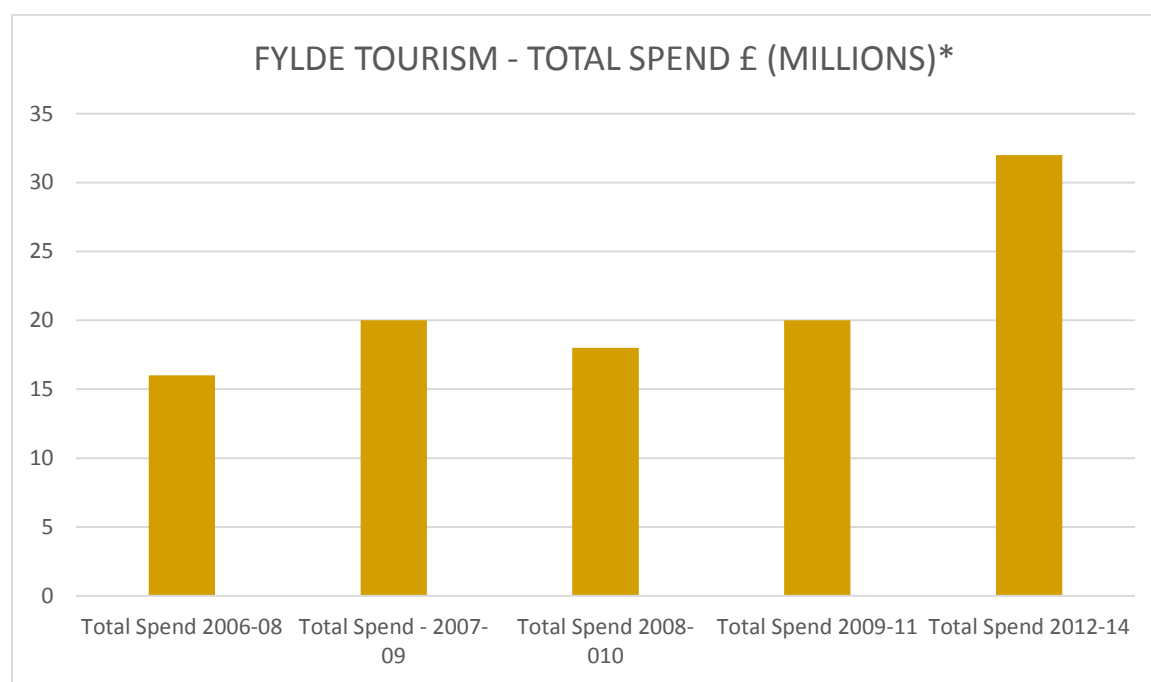


## Contextual Indicator 12: Tourism

Tourism plays a significant role in the County of Lancashire; attracting 60 million visitors to the County who in 2013 contributed £3.25 billion pounds to the local economy and helping support 55,227 jobs. The Fylde peninsula comprising Blackpool, Fylde and Wyre is one of the most visited coastlines in the Country.

Leisure, culture and tourism make up an important industry in Fylde, accounting for 1 in 10 jobs. The Borough attracts over 3 million visitors each year, generating nearly £220 million spending in the local economy through a total of 4.25 million tourist days. More than three quarters of these visitors are day-trippers to the traditional seaside resorts of St Anne's and Lytham, the attractive market town of Kirkham and the picturesque villages. However, the 670,000 staying visitors generate more than 1.9 million visitor nights (an average of 2.9 nights per trip).

**Graph 10: Fylde Tourism Spend**



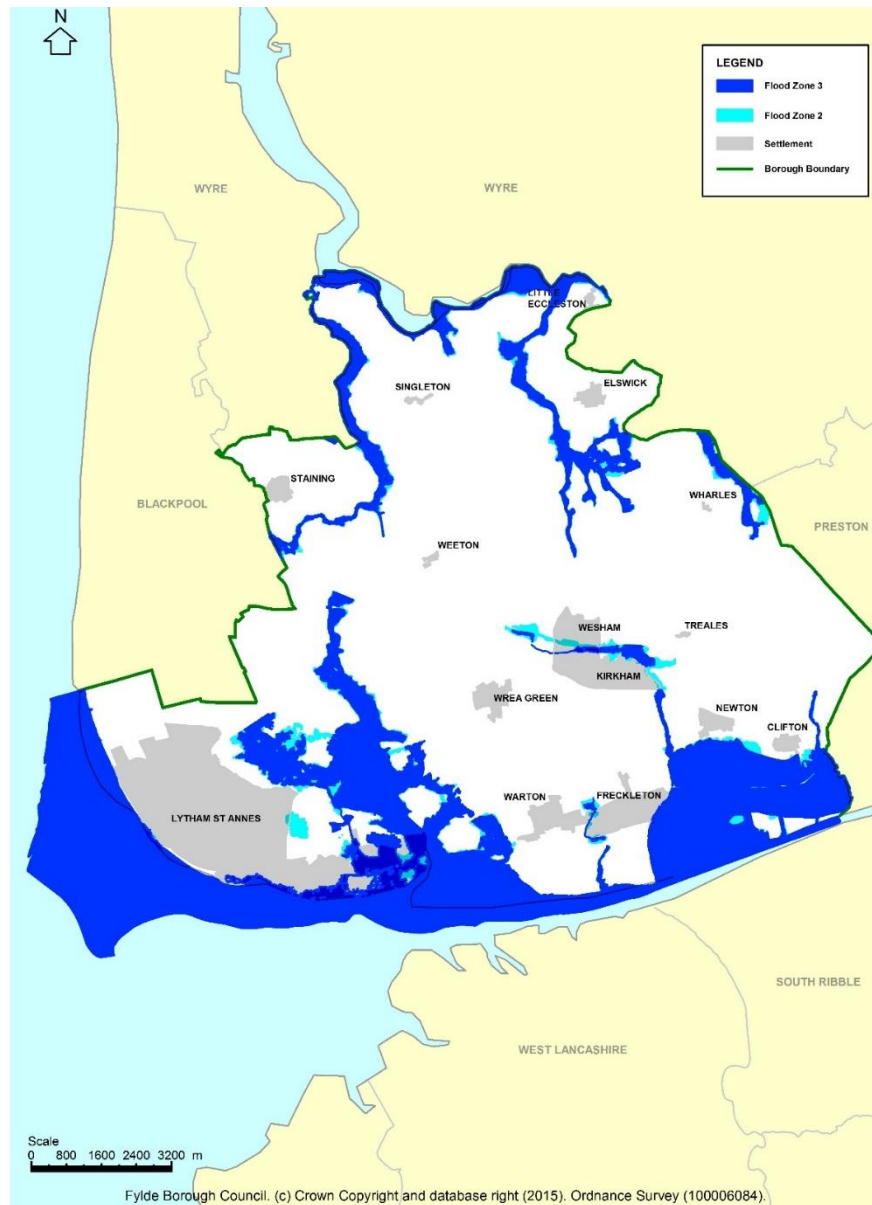
Source: VisitEngland Statistics

*\*Total Spend Includes holiday trips, business trips and trips to friends and relatives.*

The above statistics from VisitEngland originate from commissioned face-to-face interview surveys, and as shown above, according to VisitEngland statistics total tourism spend has increased significantly in Fylde overall from £16 million in 2006-2008 to £32 million in 2012-14.

## Contextual Indicator 13: Areas of Flood Risk

**Map 4 - Fylde borough showing areas in Flood Zones 2 and 3**



As shown on Map 4, Fylde has significant areas in Flood Zones 2 (medium risk) and 3 (high risk).

The main areas with a relatively high risk of flooding (Zone 3) are:

- On the coastline in the south of the Borough.
- The river Wyre and its tributaries in the north of the Borough.
- Lytham and area to the north.
- The area east of Freckleton.

### Contextual Indicator 14: Loss of Business Use to Residential

As of 31st March 2015 the table below shows all applications granted for residential use on land allocated for industrial purposes B1, B2 & B8.

**Table 7: Loss of Business use to Residential**

| Location   | Developed Hectares (Ha) | Under Construction (Ha) | With Planning Permission (Ha) | Total (Ha)   |
|--|-------------------------|-------------------------|-------------------------------|--------------|
| Guardian Road, Lytham  | 0.6                     |                         |                               | 0.60         |
| Cookson Bakery, Preston Road, Lytham                           | 5.2                     |                         |                               | 5.20         |
| Lytham Quays, Dock Road, Lytham                                | 2.26                    |                         |                               | 2.26         |
| Electronic Data Systems, Heyhouses, St. Annes                  |                         | 7.28                    |                               | 7.28         |
| GEC Marconi, Lytham Road, Warton (part of BAE Employment Site) |                         | 7.82                    |                               |              |
| <b>Overall Total</b>   |                         |                         |                               | <b>23.16</b> |

Source: Fylde Council: Business & Industrial Land Schedule

The above graph contains data from the Business and Industrial Land Schedule (Base date 31 March 2015). Unfortunately the latest Business and Industrial Land Schedule is not available at the time of this document being published.

As of 31st March 2015 a total of 6.75 hectares of additional employment land received Planning Permission or is under construction on unallocated sites. Fylde has 11.14Ha of land available on allocated sites and 10.13Ha of land available on existing Industrial sites for employment purposes. The average annual take up on allocated and existing industrial sites since 2001 is 0.99Ha.

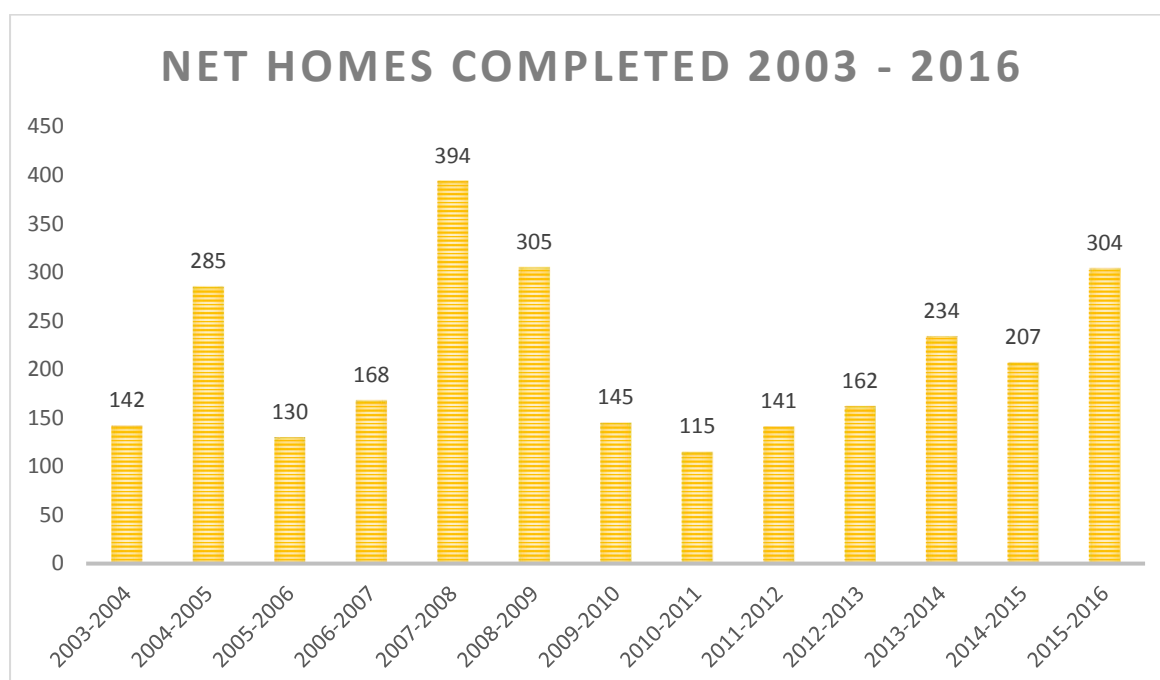
For further information relating to the Business & Industrial Land Schedules can be found on the Council website via the following hyperlink:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/industrial-land-schedule/>

# LOCAL PLAN INDICATORS

| Local Plan Indicator 1         | Target  | Local Plan Relevant Policy  |
|--------------------------------|---|---|
| Net additional homes completed | Annual homes completions against the target requirement of <b>370 homes</b> per annum | <p>S1: The Settlement Hierarchy</p> <p>DLF1: Development Locations for Fylde</p> <p>H1: Housing Delivery and the Allocation of Housing Land</p> |

**Graph 11: Net Dwelling Completions**



Source: Fylde Council - Planning Policy

*\* The monitoring period for dwelling completions data runs from April to March, for example year 2012-2013 would be April 2012 to March 2013.*

The previous official target of 306 dwelling per annum (dpa) was set by the now revoked Regional Spatial Strategy Target (RSS). However, following on from the Strategic Housing Market Assessment (SHMA) for the Fylde Coast authorities of Blackpool, Fylde and Wyre (published in February 2014) and the 2015 Housing Requirement Paper conclude that a figure of 370 dpa will meet the objectively assessed needs of the Borough. This figure of 370 dpa was subject to public consultation as part of the Revised Preferred in October 2015, however,

no substantial evidence was submitted as part of that consultation that would contradict this number and therefore 370 dpa will be taken forward to the Publication Version of the Plan.

As shown above in Graph 11, the number of net dwelling completions in Fylde has been increasing since the start of the plan period from 141 to 304. Between 1 April 2015 and 31 March 2016, 306 homes were completed (records taken from the Council's Building Regulation system. Of these, 283 were new build homes and 23 derived from conversions/change of use. There were two demolitions making a net housing completion of 304.

**Table 8: Number of Homes (net) Granted Planning Permission 2007 – 2016**

| Year      | New Build Approvals (net) | Conversions Approved (net) | Total Homes |
|-----------|---------------------------|----------------------------|-------------|
| 2007-2008 | 37                        | 11                         | 48          |
| 2008-2009 | 85                        | 25                         | 110         |
| 2009-2010 | 204                       | 2                          | 206         |
| 2010-2011 | 176                       | 14                         | 190         |
| 2011-2012 | 133                       | 41                         | 174         |
| 2012-2013 | 1604                      | 23                         | 1627        |
| 2013-2014 | 995                       | 48                         | 1043        |
| 2014-2015 | 227                       | 115                        | 342         |
| 2015-2016 | 720                       | 43                         | 763         |

The number of new build approvals have increased considerably since last year, despite the number of conversions decreasing.

**Target: Annual homes completions against the target requirement of 370 homes per annum – Target not met**

Reasons:

- The volume of net dwelling completions is linked to the state of the wider economy, before the recession took hold fully in 2007-08 394 dwellings were completed, with the recession completions declined to 115 in 2010-11 and have gradually started to recover since (to 304 in 2015-16), mirroring the state of the wider economy.
- **370 dpa** represents a high level of delivery in relation to the level of delivery that was achieved even before the recession. There are constraints to delivery in terms of current low rates of delivery by the development industry, which the Council has been advised recently by the Development Industry may continue for some years. Sites will not be included in the Plan unless they are deliverable. Infrastructure improvements are needed, in particular highways and wastewater. This will all be set out in the Infrastructure Delivery Plan and Community Infrastructure Levy (CIL) funding will be provided.

| Local Plan Indicator 2 | Target                                  | Local Plan Relevant Policy  |
|------------------------|---|---|
| 5 Year supply          | To have a 5 year supply of housing land | S1:The Settlement Hierarchy<br>DLF1: Development Locations for Fylde<br>H1: Housing Delivery and the Allocation of Housing Land |

As a result of the introduction of the Framework, (paragraph 47) councils are now required to identify an annually supply of specific deliverable sites sufficient to provide a five year supply of housing when measured against their housing requirement figure.

Since 2011, the Borough has not met the OAN annual housing requirement. Rather, there has been a persistent under delivery (shortfall) of 800 homes against the annual housing requirement. The housing shortfall has been rolled forward and evenly distributed over the next five years, not the plan period ('the Sedgefield approach').

Under paragraph 47 of the Framework, a 20% buffer is required where there has been a record of persistent under delivery. The adjusted five year requirement for Fylde therefore comprises: five years-worth of the annual housing requirement, plus the shortfall; and a 20% buffer in accordance with the Framework.

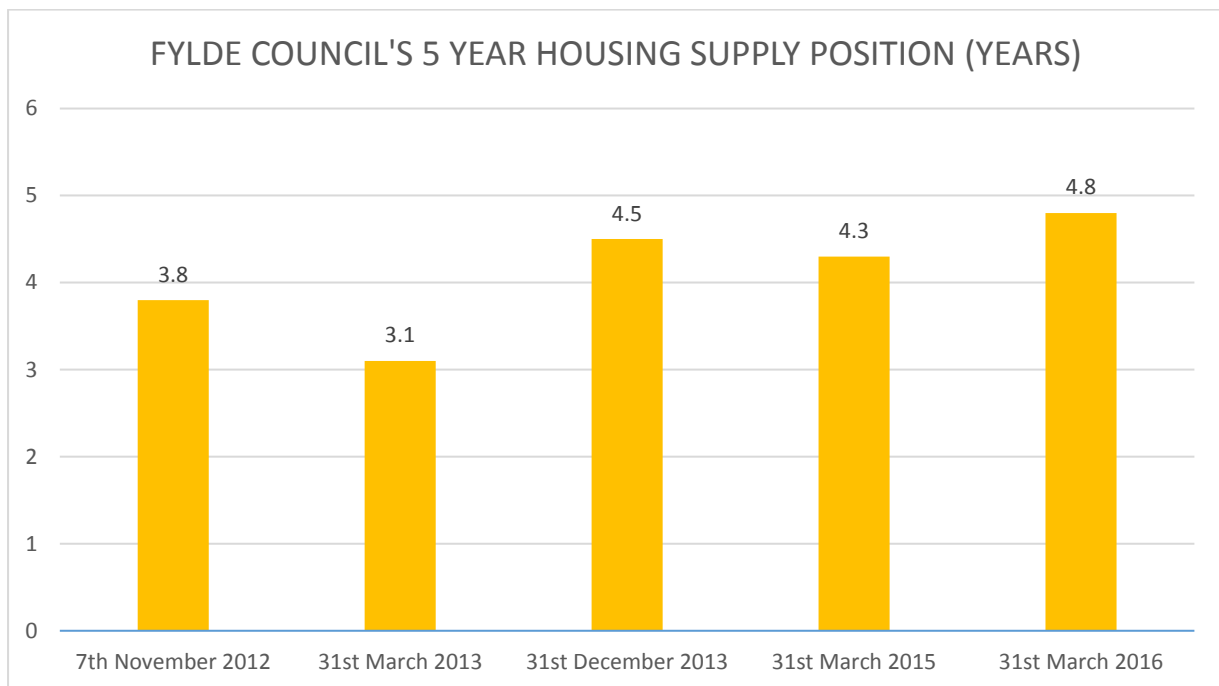
$$\begin{aligned} &\text{Adjusted Five Year Requirement} \\ &= \\ &(\text{Annual requirement} \times 5 + \text{Shortfall}) + 20\% \text{ buffer} \end{aligned}$$

The adjusted annual housing requirement at 31st March 2016 base date provides a **4.80 year housing supply**, as shown in Graph 13. There is an undersupply of 129 homes against the housing requirement of 370 homes per annum. That undersupply will increase, as we move forward in the Plan period, unless the Existing Supply and Potential Supply are bolstered.

For further information regarding the Five Year Housing Supply statement please use the following hyperlink:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/five-year-housing-land-supply/>

**Graph 12: 5 Year Housing Supply Position**



Source: Fylde Borough Council : 5 year Housing Supply Statement.

**Target: To have a 5 year supply of housing land – Target not met (4.8 years supply)**

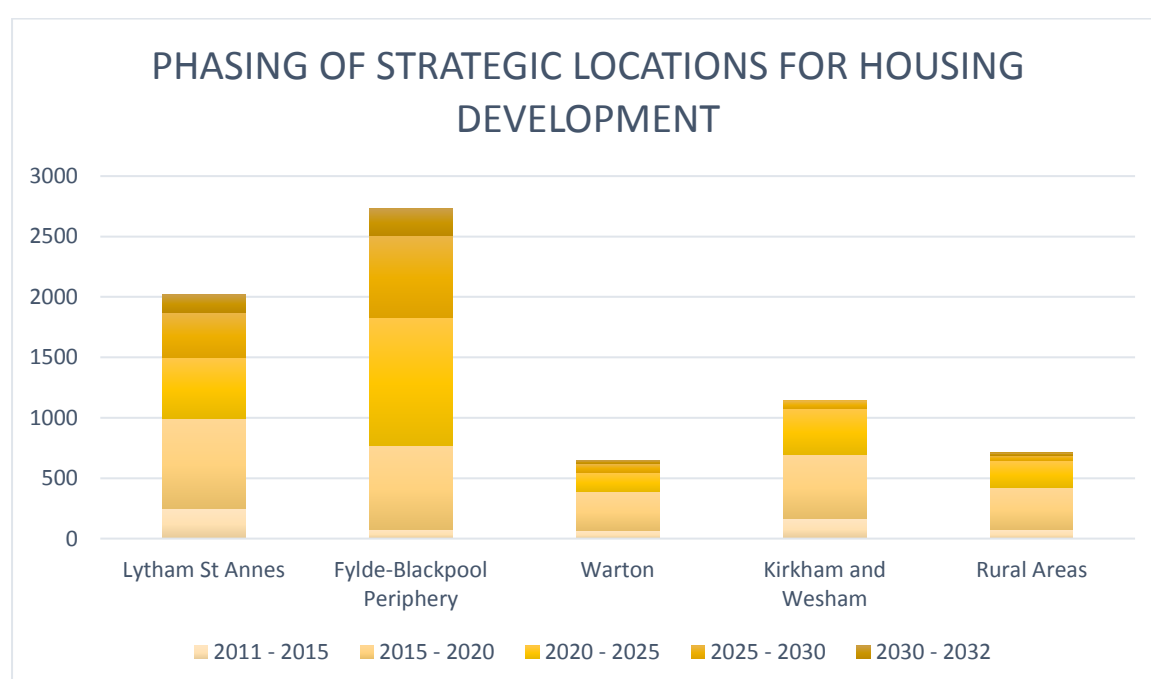
Reasons:

- The Five Year Housing Supply Statement was initially calculated against the rate contained in Policy L4 of the revoked Regional Spatial Strategy (RSS) for the North West of England.
- Since 2011, the Borough has not met its annual housing requirement and has therefore accrued a backlog of under completion. In accordance with the Framework, the accrued backlog and 20% buffer has led to an adjusted annual requirement of 525 dwellings at 31 December 2013.
- This position also reflects a number of local issues including the lack of an adopted Local Plan and the current build out rate. However, once the Plan is adopted it will provide the Borough with a 5 year supply of housing.



| Local Plan Indicator 3 | Target  | Local Plan Relevant policy   |
|------------------------|---|--|
| Housing Trajectory     | To deliver a minimum of 7,768 homes over the plan period from 1 April 2011 to 31 March 2032 | S1: The Settlement Hierarchy<br>DLF1: Development Locations for Fylde<br>H1: Housing Delivery and the Allocation of Housing Land |

**Graph 13: Housing Trajectory**



Source: emerging Fylde Local Plan to 2032 - Appendix 2: Housing Trajectory

The above graph shows that the greatest number of dwellings are proposed for Fylde-Blackpool periphery, compared with Lytham and St Annes on previous AMRs.

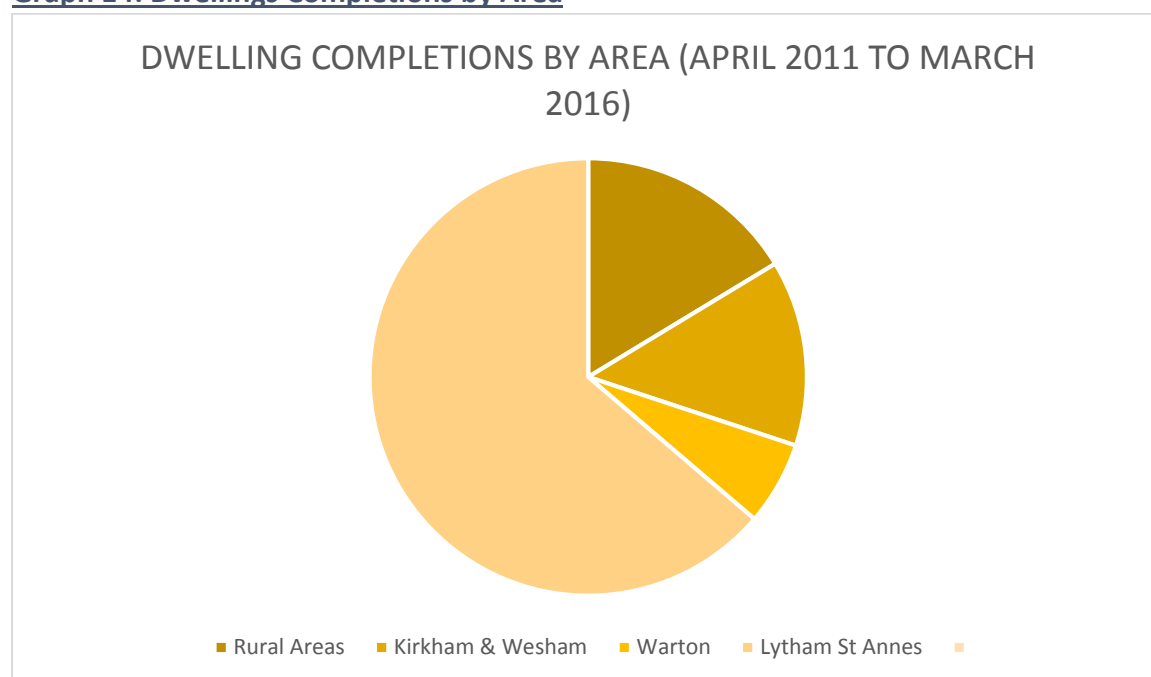
Planning application commitments amount to 5,087 homes at 31 March 2016. This means that 65% of the plan period's requirement already has planning permission. Completions are anticipated to increase as larger sites commence delivery. A calculation of 370 dpa for 21 complete calendar years from 1 April 2011 to 31 March 2032 produces an overall housing requirement figure of **7,768** for the Plan period. The Council has identified sufficient sites, including an allowance for small sites and windfalls, to provide a supply figure of **7,891** homes over the Plan period.

**Target: To deliver a minimum of 7,768 homes over the plan period from 1 April 2011 to 31 March 2032 – Target scheduled to be met within plan period (7,891).**



| Local Plan Indicator 4   | Target   | Local Plan Relevant policy   |
|--|--|--|
| Location of homes completed in relation to Strategic Location for Development Policies | <p>Cumulative homes completed from the start of the Plan period on 1 April 2011 located within – Lytham and St Annes Strategic Location: 23.3%. Fylde-Blackpool Periphery Strategic Location: 29.2%. Warton Strategic Location: 10.6%. Kirkham and Wesham Strategic Location: 14.4%. Non-Strategic Locations 9.6%. Allowances: 12.8%</p> | <p>DLF1: Development Locations for Fylde</p> <p>H1: Housing Delivery and the Allocation of Housing Land</p> <p>SL1,SL2,SL3,SL4, SL5: Strategic Locations for Development</p> |

**Graph 14: Dwellings Completions by Area**



Source: Fylde Borough Council - Planning Policy Team

As we can see from the above pie chart, a large proportion of development has taken place within the Strategic Location of Lytham and St Annes and the Rural Areas, however the latest Housing Land Availability Schedule, from where this information is extracted, has yet to take into account the Fylde-Blackpool Periphery Strategic Location, and as a result a number of these dwelling completions will be removed from the Lytham St Annes Strategic Location and the Rural Areas section and added to the Fylde-Blackpool Strategic Location.

As shown above in Graph 15, the greatest percentage of net dwellings between April 2011 and March 2016 were built in the Lytham St Annes area (64%) followed by the Rural Areas (16%), Kirkham/Wesham (13.8%) then Freckleton/Warton (6.2%).

**Table 9: Brownfield/Greenfield Completions as Percentages (net)**

| Area             | 13/14 |      |    |     |       |     | 14/15 |      |    |     |       |     | 15/16 |      |    |     |       |     |
|------------------|-------|------|----|-----|-------|-----|-------|------|----|-----|-------|-----|-------|------|----|-----|-------|-----|
|                  | Br    |      | Gr |     | Other |     | Br    |      | Gr |     | Other |     | Br    |      | Gr |     | Other |     |
|                  | %     | Act  | %  | Act | %     | Act | %     | Act  | %  | Act | %     | Act | %     | Act  | %  | Act | %     | Act |
| Lytham St. Annes | 42    | 100  | 1  | 1   | 0     | 10  | 48    | 111  | 0  | 0   | 0     | 0   | 26    | 81   | 0  | 0   | 0     | 0   |
| Warton           | 19    | 46   | 0  | 0   | 0     | 0   | 10    | 24   | 4  | 10  | 0     | 0   | 21    | 64   | 0  | 0   | 0     | 0   |
| Kirkham & Wesham | 9     | 22   | 0  | 0   | 0     | 0   | 2     | 6    | 0  | 0   | 0     | 0   | 9     | 30   | 11 | 36  | 0     | 0   |
| Rural Areas      | 17    | 41   | 10 | 24  | 0     | 0   | 8     | 19   | 26 | 59  | 0     | 0   | 7     | 22   | 24 | 73  | 0     | 0   |
| Total            | 89    | 209  | 10 | 25  | 0     | 0   | 70    | 160  | 30 | 69  | 0     | 0   | 64    | 197  | 35 | 109 | 0     | 0   |
| Cumulative %     | 73    | 2071 | 24 | 696 | 1     | 24  | 74    | 2238 | 25 | 758 | 1     | 44  | 73    | 2435 | 26 | 867 | 1     | 44  |
| All Completions  | 234   |      |    |     |       |     | 229   |      |    |     |       |     | 306   |      |    |     |       |     |

Source: Fylde Borough Council - Planning Policy Team

At 31<sup>st</sup> March 2016, there were 4,228 gross homes with planning permission, of which 1,169 were under construction and 3,059 had not yet commenced.

For further information regarding Housing Land Availability please visit the following link:  
<http://www.fylde.gov.uk/council/planning-policy--local-plan-/housing-land-schedule/>

**Target: Cumulative homes completed from the start of the Plan period on 1 April 2011 located within – Lytham and St Annes Strategic Location: 23.3%. Fylde-Blackpool Periphery Strategic Location: 29.2%. Warton Strategic Location: 10.6%. Kirkham and Wesham Strategic Location: 14.4%. Non-Strategic Locations 9.6%. Allowances: 12.8% – Target not met yet**

Reasons:

- The emerging Local Plan has not yet been adopted therefore the number of proposed dwellings at Strategic Locations are yet to be finalised.
- As the Council has not yet met its 5 year supply of housing land availability, applications for housing outside the Strategic Locations have been difficult to resist in line with Framework policy and a number of planning appeals have been successful for this reason.



| Local Plan Indicator 5       | Target   | Local Plan Relevant policy  |
|------------------------------|--|---|
| High quality building design | All new housing developments should conform to National Technical Standards. | GD7: Achieving Good Design in Development<br>H4: Affordable Housing |

The importance of high quality design is integral to the emerging Local Plan and is therefore central to the planning of all development. Good design can deliver wider economic, environmental and social benefits. Therefore, it is not just an issue of visual appearance but how design can contribute to the way in which an area functions in the short term and also over the lifetime of the development.

On 27 March 2015 the Government launched a new approach to housing standards and published a new set of streamlined national technical standards. This included publication of: **Technical housing standards – nationally described space standard.**

This 'space standard' can only be applied where there is a local plan policy based on evidenced local need and where the viability of development is not compromised. The space standard will replace existing space standards used by local planning authorities. It is part of the planning system and is not a Building Regulation.

The standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal floor area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

However, local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and water, and an optional nationally described space standard. Local planning authorities will need to gather evidence to determine whether there is a need for additional standards in their area, and justify setting appropriate policies in their Local Plans.

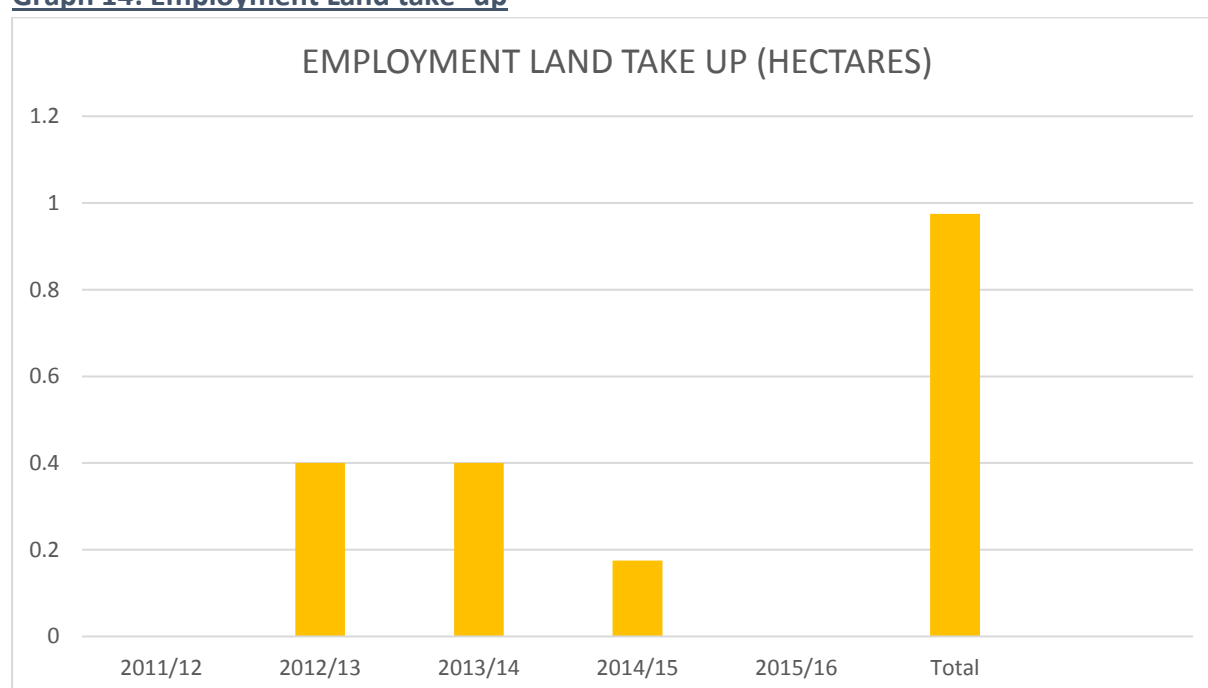
**Target: All new housing developments should conform to National Technical Standards – Target - not met**

Reasons:

- As these standards are moderately new and as the emerging Plan has not yet been formally adopted the Council do not currently have the justification to impose such standards through conditions on planning applications.

| Local Plan Indicator 6  | Target   | Local Plan Relevant policy  |
|-------------------------|--|---|
| Employment land take-up | Cumulative take-up of land for employment development from the start of the plan period on 1 April 2011, compared to the requirement of 60.6Ha during the plan period. | EC1: Overall Provision of Employment Land and Existing Employment Sites |

**Graph 14: Employment Land take- up**



Source: Fylde Borough Council - Planning Policy

It has not been possible to fully update the above graph as the latest data from the Business and Industrial Land Schedule March 2016, was not available at the time of this document being published.

In order to monitor take up rate (completions), information was compiled by viewing planning permissions approved both during and prior to the study period. During 2014-2015, there had been development Whitehills Park Phase II with a total of 0.17 hectares developed.

Fylde has 11.14 hectares of land available on allocated sites and 10.13 hectares of land available on existing Industrial sites for employment purposes. The average annual take up on allocated and existing industrial sites since 2001 is 0.99 hectares. Since 2008/09 the majority of take up of land for business and employment has been at Whitehills Park.

**Target: Cumulative take-up of land for employment development from the start of the plan period on 1 April 2011, compared to the requirement of 60.6Ha during the plan period – Target scheduled to be met within the plan period.**

| Local Plan Indicator 7      | Target   | Local Plan Relevant policy                    |
|-----------------------------|--|---|
| Retain vibrant town centres | No net loss of retail floor-space in the town centres of Lytham, St Annes and Kirkham. | EC5: Vibrant Town, District and Local Centres |

The Council have continued to monitor retail completions and permissions over the last 12 months. There have been no planning applications approved for a change of use that has resulted in the loss of any retail floor-space in the town centres of Lytham, St Annes or Kirkham.

**Target: No loss of retail floor-space in the town centres of Lytham, St Annes and Kirkham – Target met**

| Local Plan Indicator 8   | Target   | Local Plan Relevant policy                    |
|--|--|---|
| Retaining leisure, culture and tourism facilities in the Island Sea Front Area | No net loss of leisure, culture and tourism uses from the Island Sea Front Area in St Annes. | EC6: Leisure, Culture and Tourism Development |

No planning applications for change of use of the existing leisure and tourism outlets, have been received by the Council within the Island Sea Front Area in St Annes over the last 12 months.

**Target: No loss of leisure, culture and tourism uses from the Island Sea Front Area in St Annes – Target met**

| Local Plan Indicator 9                                      | Target   | Local Plan Relevant policy |
|---|--|----------------------------|
| Retain the Holiday Areas for serviced tourism accommodation | No net loss of hotels and serviced tourism accommodation in the Holiday Areas in St Annes. | EC7: Tourism Accommodation |

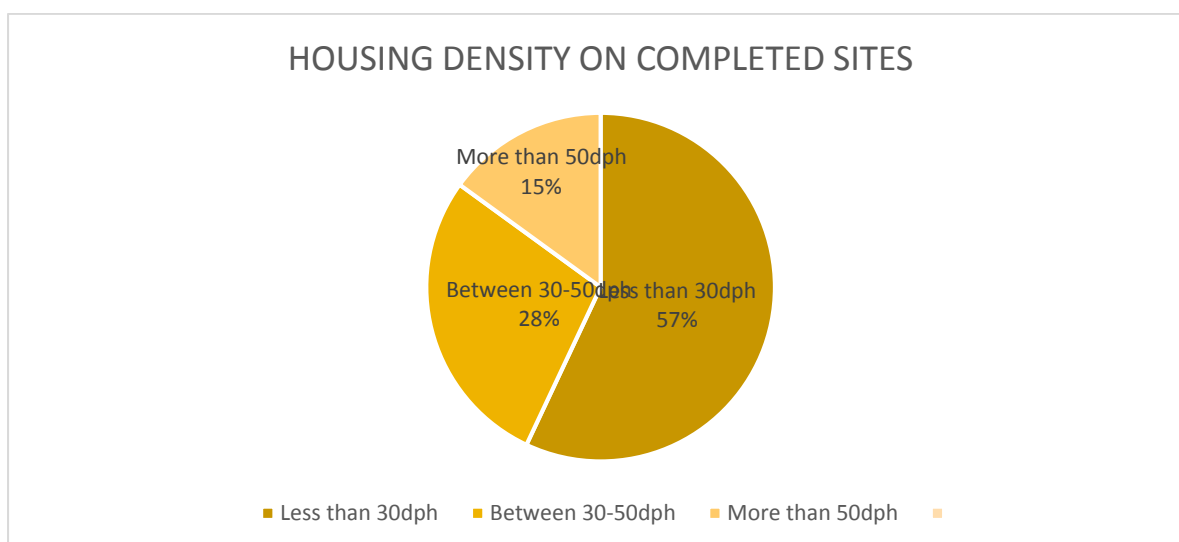
To date there have been no planning applications received for change of use, and as such there has been no net loss of hotels and serviced tourism accommodation in the Holiday Areas of St Annes.

**Target: No net loss of hotels and serviced tourism accommodation in Holiday Areas in St Annes – Target met**

| Local Plan Indicator 10                      | Target   | Local Plan Relevant policy                         |
|--|--|--|
| <b>Sustainable and efficient use of land</b> | A density target of 30 homes per hectare or more in Strategic Locations for Development, Key Service Centres. Local Service Centres and in Tier 1: Larger Rural Settlements and Tier 2: Smaller Rural Settlements. | H2: Density and Mix of New Residential Development |

Paragraph 58 of the Framework refers to optimising the potential of a site to accommodate development, close attention must be paid to the densities achieved on new housing developments. Encouraging housing developments which make more efficient use of land (between 30 and 50 dph).

**Graph 15: Housing Density on Completed Sites**



Source: Fylde Borough Council - Planning Policy

Of the new build completions this year 57% were less than 30 dwellings per hectare, 28% were between 30 and 50 dwellings per hectare and 17% were greater than 50 dwellings per hectare.

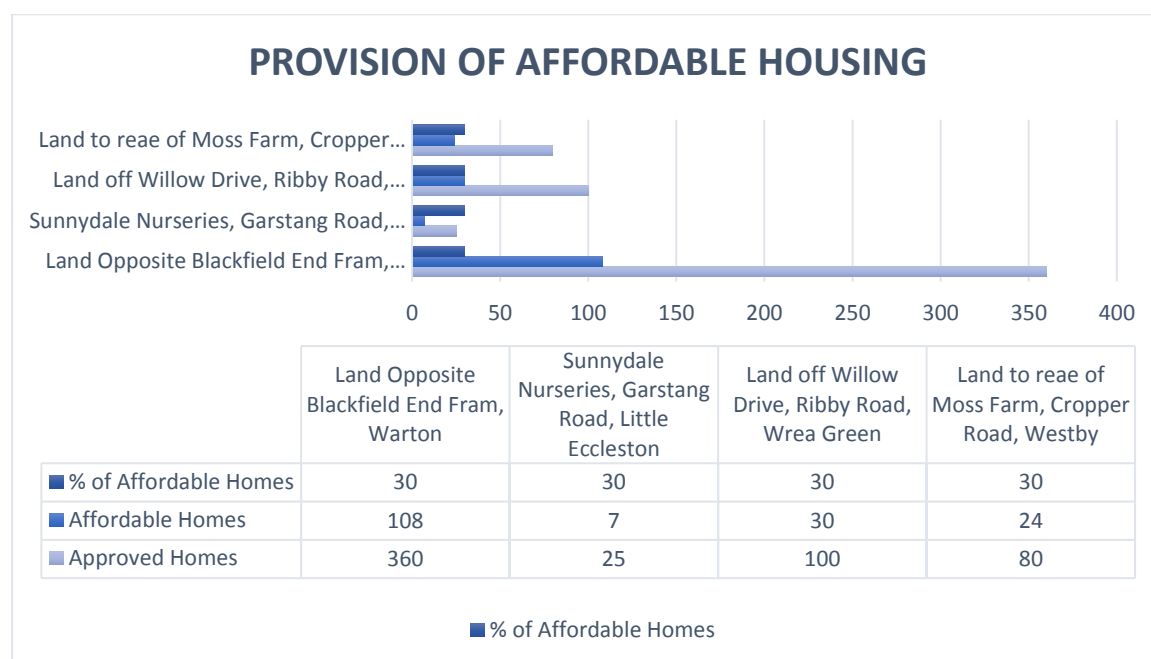
**Target: A density target of 30 homes per hectare or more in Strategic Locations for Development, Key Service Centres, Local Service Centres and in Tier 1: Larger Rural Settlements and Tier 2: Smaller Rural Settlements – Target not met**

Reason:

- The emerging Plan has not yet been adopted therefore the number of proposed dwellings at Strategic Locations are yet to be finalised and as planning applications are still being submitted density targets have yet to be met.

| Local Plan Indicator 11          | Target   | Local Plan Relevant policy |
|----------------------------------|--|----------------------------|
| Number of affordable homes built | Number of market housing schemes of more than 10 homes that provide 30% affordable homes | H4: Affordable Housing     |

**Graph 16: Approved Applications with Affordable Housing (of 10 or more homes)**



A total of four planning applications were approved in 2015/16 with the provision of affordable housing, providing 169 new affordable dwellings. This equates to a 10% increase on the numbers for 2014/2015.

The graph clearly shows that planning applications being approved have been meeting the target of providing 30% of affordable homes as part of the requirement of Policy H4 of the Plan.

**Target: Number of market housing schemes of more than 10 homes that provide 30% affordable homes – Target met.**





| Local Plan Indicator 12    | Target   | Local Plan Relevant policy |
|----------------------------|--|----------------------------|
| Improving community health | Number of Health Impact Assessments (HIA) submitted alongside major planning applications. | HW1: Health and Wellbeing  |

No Health Impact Assessments (HIA) have been received as part of any major planning applications during the base date of this document.

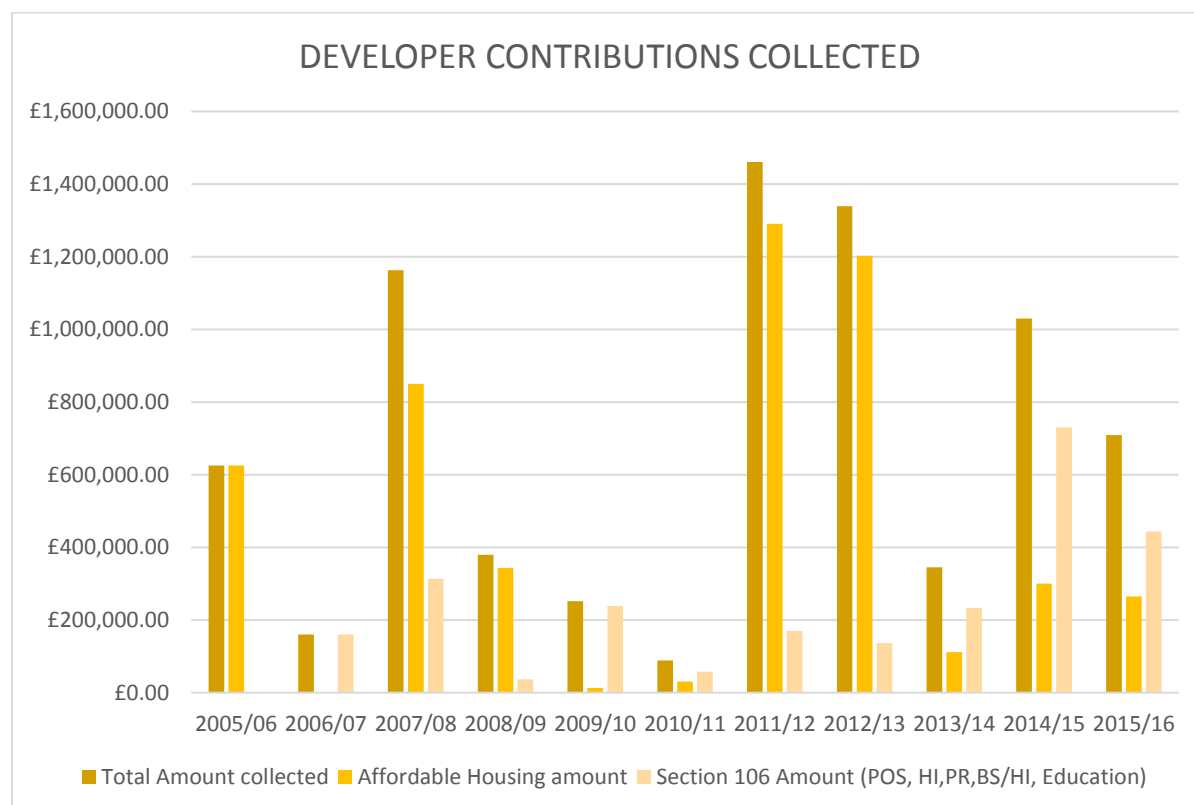
**Target: Number of Health Impact Assessments (HIA) submitted alongside major planning applications – Target met**





| Local Plan Indicator 13                    | Target   | Local Plan Relevant policy    |
|--|--|-------------------------------|
| Value of developer contributions collected | Amount collected each year (as well as the actual implementation of infrastructure projects) | INF2: Developer Contributions |

**Graph 17: Developer Contributions Collected**



Source: Fylde Council (2016)

The above graph displays the amount of developer contributions collected each year for the last 10 years. It is apparent that 2011-2013 were prolific years with significant developer contributions collected, followed by a less productive year in 2013/14, however, there have been positive improvements in the value of developer contributions collected since then.

### New Homes Bonus

The New Homes Bonus is a Government scheme which is aimed at encouraging local authorities to grant planning permissions for the building of new homes in return for additional revenue. To date the Council has received **£1,858,797** from 1 April 2011 to 31 March 2016.

**Target: Amount collected each year (as well as the actual implementation of infrastructure projects) – Target met**

| Local Plan Indicator 14  | Target  | Local Plan Relevant policy                 |
|--|---|--|
| Reduction in road traffic congestion through modal shift away from car use to alternative forms of transport | Percentage use of different modes of transport i.e. by assessing the annual method of travel to work data | T4: Enhancing Sustainable Transport Choice |

Unfortunately Lancashire County Council (LCC) are currently experiencing unprecedented change and financial constraints, and will continue to do so until 2020. As a result of this it has dictated the way LCC delivers its services, and unfortunately due to cost implications and man hours LCC will no-longer be producing information relating to the different modes of transport on a yearly basis.

However, the 2011 Census data confirmed that a higher proportion of people in Fylde (40%) use their car or van to travel to work than regional (North West 37%) or national averages (35%). Conversely significantly fewer people travel via Bus or Rail than regional and national averages



(please see Graph 9: Method of Travel to Work for further details).

Similar numbers of people travel by bike or on foot to regional and national averages.

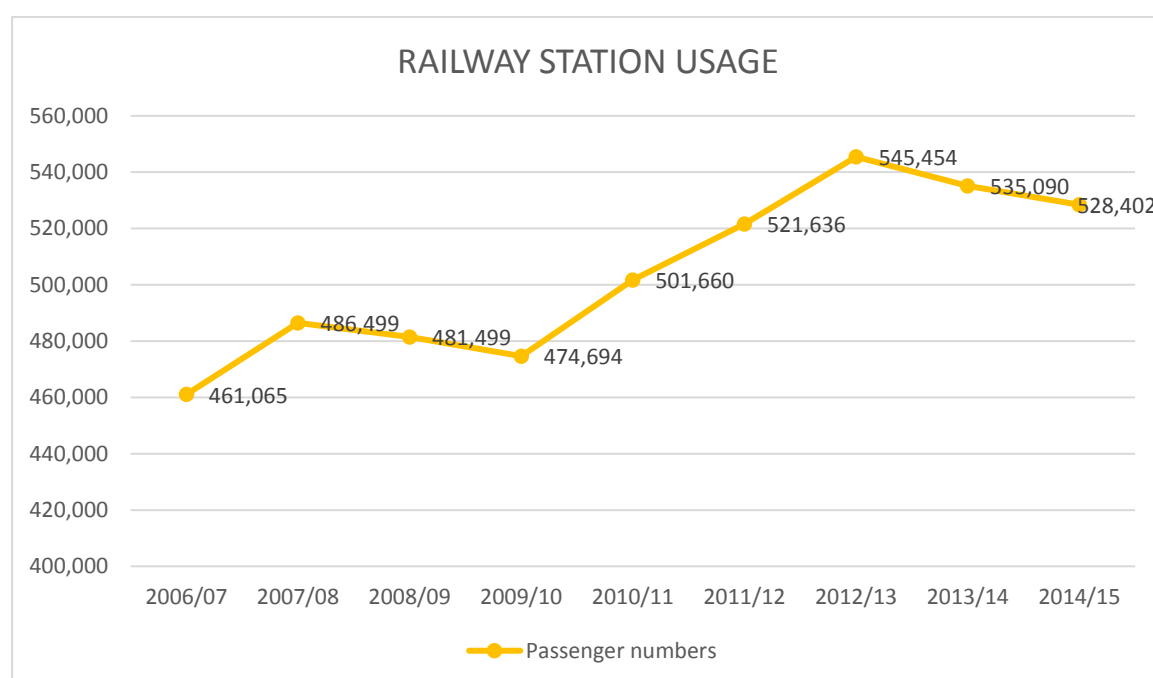
**Target: Percentage use of different modes of transport i.e. by assessing the annual method of travel to work data – Target – Unknown**

Reasons:

- This method of data is collected every ten years as part of the national census, with the occasional updated data.
- It maybe that a different Indicator has to be used in future, as this indicator may not be considered SMART as it relies on data that is only collected every 10 years.

| Local Plan Indicator<br>15   | Target  | Local Plan Relevant<br>policy              |
|--|---|--|
| Improvements and upgrades, to the Fylde Railway Network (i.e. North Fylde Line and South Fylde line) | Net increase in numbers of passengers using the Fylde Railway network | T4: Enhancing Sustainable Transport Choice |

**Graph 18: Railway Station Usage**



Source: Fylde District Profile [www.lancashire.gov.uk](http://www.lancashire.gov.uk).

Within the Borough of Fylde there are seven railway stations. From the graph above, we can see that the number of railway passengers using the services within Fylde has steadily declined since it peaked in 2012/13 (which corresponds with the year Royal Lytham & St. Annes Golf Course hosted The Open). Although numbers appear to be in decline they are still significantly greater than those numbers prior to 2012-2013,

**Target: Net increase in numbers of passengers using Fylde Railway Network – Target not met.**

Reasons:

- Improvements to the South Fylde Line are being discussed with LCC and various other stakeholders, however funding sources for these infrastructure upgrades remain uncertain and to date no formal decision has been made in regards to these upgrades.

| Local Plan Indicator 16   | Target  | Local Plan Relevant policy  |
|---|---|---|
| Minimise the amount of inappropriate development in Flood Zones 2 and 3 | Number of planning applications granted permission for inappropriate development in Flood Zones 2 and 3 | CL1: Flood Alleviation, Water Quality and Water Efficiency<br><br>SL1, SL2, SL3, SL4 and SL5: Strategic Locations for Development |

No inappropriate planning applications have been approved in Flood Zones 2 and 3.

**Target: Number of planning applications granted permission for inappropriate development in Flood Zones 2 and 3 – Target met.**

| Local Plan Indicator 17                    | Target                    | Local Plan Relevant policy |
|--|---------------------------|----------------------------|
| Change in areas of biodiversity importance | Net gains in biodiversity | ENV2: Biodiversity         |

A new Biodiversity Heritage Site has been designated at Lytham Moss. The site measures 282.549 in hectares. Although this is not a statutory designated site, it is known to be functionality linked to the Ribble and Alt Estuaries Special Protection Area due to the number of foraging wintering birds which have visited this area.

**Target: Net gains in biodiversity – Target met**

| Local Plan Indicator 18   | Target   | Local Plan Relevant policy  |
|---|--|---|
| Amount of sport recreation and informal open space gained, and lost to other uses | Net gains in indoor and outdoor sports facilities and open space provision | ENV3: Protecting Existing Open Space (the Green Infrastructure network)<br><br>HW3: Provision of Indoor and Outdoor Sports Facilities |

Within the period 1 April 2014 to 31 March 2015 there have been no net gains in sports pitches and open space provision or any losses. However, the Council have commissioned Knight Kavanagh and Page Consultants (KKP) to produce a Playing Pitch Strategy and to update the Council's 2008 Open Space Strategy, along with a Built Facilities review.

**Target: Net gains in sports pitches and open space provision – Target scheduled to be met within plan period.**

| Local Plan Indicator 19   | Target   | Local Plan Relevant policy |
|---|--|----------------------------|
| <b>19a) Number of Heritage Assets on Historic England's "At Risk" register</b>                                | No Heritage Assets in Fylde on Historic England's "At Risk" register by the end of the plan period in 2032 | ENV5: Historic Environment |
| <b>19b) Number of listed buildings and buildings in Conservation Areas lost through development proposals</b> | No loss  |                            |
| <b>19c) Conservation Area Appraisals</b>  | Maintained up-to-date Conservation Area Appraisals   |                            |
| <b>19d) Publication of a local list of heritage assets</b>  | Review local list once established   |                            |

19a): To date, Fylde have only one Listed Building on the Historic England's "At Risk" register. However, funding has been secured to restore this asset, and works are due to take place over two phases. Phase 1 includes repairs to the building to make it watertight, including pointing where required, and addressing any weak points. Phase 2 of the restoration includes alterations to change the casement windows to sash and replace the cement render in the courtyard to lime render.

**Target 19a): No heritage Assets in Fylde on Historic England's "At Risk" register by the end of the plan in 2032 – Target scheduled to be met within plan period**

19b): To date no Listed Buildings have been demolished within the emerging Local Plan period for any development proposals.

**Target 19b): No loss – Target met**

19c): Work has started on updating and producing Conservation Area Appraisals, all of which will be in place and regularly updated and maintained within the plan period.

**Target 19c): Maintained up-to-date Conservation Area Appraisals – Target scheduled to be met within plan period**

19d): The Council is in the process of forming a Local List and have employed additional staff in order to complete this task. This will be completed well within the plan period.

**Target 19d): Review local list once established – Target scheduled to be met within plan period**

## 6. NEIGHBOURHOOD PLANNING

Neighbourhood planning was introduced in 2011 through the Localism Act. Neighbourhood planning provides a powerful set of tools for local people and local businesses to develop their own planning policies through a Neighbourhood Development Plan (NDP). A NDP reflects their priorities, deliver tangible local benefits and has real weight in planning decisions and can ensure the right type of development for the community is accomplished, where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

### Neighbourhood Development Plans

In very simple terms, a Neighbourhood Development Plan (NDP) is:

- A document that sets out planning policies for a specific neighbourhood area. Planning policies are then used to decide whether to approve planning applications, along with the adopted Local Plan.
- Written by the local community, the people who know and love the area, rather than the Local Planning Authority.
- A powerful tool to ensure the community gets the right types of development, in the right place.
- A Neighbourhood Development Plan is an important document with real legal force, therefore there are certain formal procedures that it must go through.

Neighbourhood Planning cannot be used to stop development happening, however it will allow communities to decide where they want new development to be built and what those new developments should look like.

The below table identifies the progress of NDP's in regards to the statutory stages of the Neighbourhood Planning process at the end of the monitoring year, NDP's are live projects and up-to-date information can be found at:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/neighbourhood-planning/>

**Table 10: Neighbourhood Plan Progresses**

| Regulations  | Ribby-with Wrea Parish Council | Staining Parish Council | St. Annes on the Sea Town Council | Bryning-with-Warton Parish Council | Singleton Parish Council                              |
|--|--------------------------------|-------------------------|-----------------------------------|------------------------------------|---|
| Reg. 5 – Application received for Neighbourhood Area Designation | 12/09/2012                     | 20/12/2012              | 12/04/2013                        | 12/08/2013                         | 26/08/2014  |
| Reg.7 – Approved Neighbourhood Area                              | 19/12/2012                     | 28/02/2013              | 12/07/2013                        | 25/10/2013                         | 12/11/2014  |
| Reg.14 – Pre-submission Consultation & Publicity                 |                                |                         | 15/06/2015 – 31/07/2015           | 10/07/2014 – 20/08/2014            | Parish Council have decided not to proceed with a NDP |
| Reg. 15 – Plan Proposals   |                                |                         | 25/01/2016                        | 23/09/2014                         |   |
| Reg. 16 – Publicising a Plan Proposal                            |                                |                         | 11/02/2016 – 24/03/2016           | 09/10/2014 – 28/11/2014            |   |
| Reg. 17 – Submission of Plan Proposal to Examination             |                                |                         | 24/03/2016                        | 24/02/2016                         |   |

## 7. INFRASTRUCTURE DELIVERY PLAN PROGRESS

### **Draft Infrastructure Delivery Plan September 2015**

A draft Infrastructure Delivery Plan (IDP) has been produced and was consulted on at the same time as the Local Plan Revised Preferred Option consultation in October/November 2015.

It provides the background evidence on the key Infrastructure requirements of the borough in order to accommodate the development set out in the emerging Fylde Local Plan to 2032.

Infrastructure Provision is essential to ensure new development does not have an adverse impact on existing services and is essential to accommodate both housing and economic growth and deliver sustainable development.

### **Infrastructure Delivery Schedule (IDS)**

The Infrastructure Delivery Schedule (IDS) is a list of infrastructure projects required in the borough. It contains the specific details of infrastructure projects and schemes including funding costs and external partners necessary to deliver the project.

The schedule will be monitored and updated on a regular basis and will provide an up to date list of Infrastructure required along with its status.

An IDS of key infrastructure projects is included in Appendix C of this report. The key infrastructure projects are those required to accommodate the quantum and distribution of development that is being proposed in the emerging Local Plan. The IDS highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the emerging Local Plan.

The IDS will be updated and reviewed as the next version of the Emerging Local Plan is finalised, to assess the status of current projects and to add any further necessary infrastructure projects. The Council will work with external partners to identify sources of funding in order to implement these projects. If the Council implements a Community Infrastructure Levy, funding may become available from that source in future. The latest version of the IDP can be found at:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/local-plan-to-2030-consultations/draft-publication-version-local-plan/>

The IDS will continue to be updated and a list of completed infrastructure will be provided in future Authority Monitoring Reports.



## 8. COMMUNITY INFRASTRUCTURE LEVY (CIL)

### Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new charge on some forms of built development; it allows the Charging Authority (i.e. Fylde Council) to levy a charge on owners or developers carrying out built development so that they contribute to the costs of providing the infrastructure needed to support development of the area. It will fund infrastructure projects such as transport, education, leisure and health which will need to be set out in a list known as a Regulation 123 list.

### Viability Assessment

The Council has appointed Keppie Massie to undertake an assessment of the viability of the emerging Local Plan and prepare a Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule. Their work will ensure that development is not subject to such a burden of policy requirements as to render it unviable and to prevent the delivery of the Plan's objectives.

### Community Infrastructure Levy Preliminary Draft Charging Schedule

The project will also be looking at whether or not there is the capacity in the borough to support a Community Infrastructure Levy (CIL), a charge on new development. The charge can be differentiated by geographical area and by development type. The charge must be based upon viability evidence.

The Framework links CIL and Local Plan preparation stating that, where practical CIL charges should be tested alongside the Local Plan. Two stages of consultation will need to take place, commencing with consultation on a Preliminary Draft Charging Schedule; followed by a further consultation in respect of the Draft Charging Schedule. The schedule will then need to be submitted to the Planning Inspectorate for an independent examination of the proposed charging rates. It is tended to start the first round of consultation con-current with consultation on the Publication Version of the Plan, which is to be expected August/September 2016.

Following adoption of the Charging Schedule, CIL will become the primary source of infrastructure funding available through development management decisions for the majority of developments.

### Community Infrastructure Levy Reporting

Details of Community Infrastructure Levy (CIL) receipts and expenditure will be reported in subsequent Authority Monitoring Reports if and when the Community Infrastructure Levy is implemented.

Further updated information relating to the Community Infrastructure Levy can be found online at:

<http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/community-infrastructure-levy/>



## 9. DUTY TO COOPERATE

### Duty to Cooperate

The Duty to Cooperate legislation is set out in Section 33A of the Planning and Compulsory Purchase Act, 2004 and is amended by Section 110 of the Localism Act 2011. This duty requires all local planning authorities to co-operate with each other and to address strategic matters relevant to their areas in preparation of a development plan document. The duty requires ongoing constructive and active engagement on the preparation of development plans and other activities relating to the sustainable development and use of land.

Fylde Council has implemented the Duty to Cooperate requirement under the Localism Act 2011 and the National Planning Policy Framework by working with neighbouring authorities on cross-boundary issues.

The following are the local planning authorities, county council's and 'prescribed' bodies that are relevant within the context of the Duty to Co-operate for Fylde:

- Blackpool Council (as a neighbouring authority)
- Lancashire County Council (LCC)
- Preston Borough Council
- South Ribble Council
- West Lancashire Council
- Wyre Borough Council (as a neighbouring authority)
- Civil Aviation Authority
- Environment Agency (EA)
- Fylde and Wyre Clinical Commissioning Group
- Highways England
- Historic England
- Homes and Communities Agency
- Lancashire Local Enterprise Partnership
- Local Nature Partnership
- Marine Management Organisation
- The National Health Service Commissioning Board (NHS England)
- Natural England (NE)
- The Office of Rail regulation

These organisations have all been consulted upon at every stage of the Local Plan process.

Fylde Council has also co-operated with several other bodies and organisations on strategic issues relevant to the Local Plan, such as:

- Blackpool Airport
- Emergency services
- Health Services
- Network Rail
- Sport England
- Various Utility Providers

A list of actions undertaken relating to the Duty to Cooperate are provided below.

### Fylde Council and Environment Agency Duty to Cooperate Meetings

A list of meetings undertaken with the Environment Agency (EA) and the topic areas discussed are provided in the table below.

| Date of Meeting          | Topic areas   |
|--------------------------|---|
| Thursday 1 July 2010     | Current deficits<br>Plans/Strategies<br>SHLAA sites   |
| Tuesday 11 December 2012 | Flooding and water issues of the Borough<br>Sites in Flood Zone 2 and 3<br>Clarification of EA role<br>Sequential approach<br>Surface Water |
| 17 September 2013        | Housing / employment / mixed-use allocations<br>Surface water flooding<br>LCC -SuDS approval body<br>Comments on Local Plan policies        |

In addition to the above, the Council meet monthly with officers from EA through the **Fylde Peninsula Water Management Partnership** (FPWMP). This partnership was created 2011 between the EA, United Utilities, Blackpool, Fylde and Wyre Councils, LCC and Love my Beach. The aim of the partnership is to look and tackle various aspects of water management. It provides the opportunity to use collective expertise and resources in the most efficient way.

Similarly the **Making Space for Water Group**, comprising of Fylde Council, United Utilities, the EA and LCC meet quarterly to tackle local flooding issues through collaborative partnership working and funding.

### Fylde Council and Highways England Duty to Cooperate Meetings

A list of meetings undertaken with the Highways England and the topic areas discussed are provided in the table below.

| Date of Meeting                                | Topic areas   |
|--|---|
| Friday 2 December 2011                         | Core strategy<br>Junctions<br>Transport modelling<br>A585<br>Funding<br>Traffic levels and patterns |
| Friday 20 May 2011<br>(Including LCC Highways) | M55, Junction 1<br>Whyndyke / M55 hub<br>Queensway<br>Blue route                                    |

|                           |  |
|---------------------------|--|
| Thursday 12 December 2013 | Highways England Initial Assessment Report<br>Next Steps |
| Thursday 07 January 2016  | Singleton Cross Roads – By-pass                          |

### Evidence Base

When commissioning its evidence base Fylde Council has worked with the Fylde Coast Authorities of Blackpool and Wyre. The Three Authorities comprise the strategic housing market area, therefore the Strategic Housing Market Assessment and Gypsies and Travellers Accommodation Assessment were commissioned jointly. In addition the Retail Study was updated in conjunction with Wyre.

### Fylde Coast Duty to Cooperate Meetings (Fylde, Blackpool, Wyre and Lancashire County Council)

A list of meetings undertaken with regard to the Fylde Coast and the topic areas discussed are provided in the table below:

| Date of Meeting (all authorities unless stated)   | Topic areas   |
|---|---|
| Wednesday 2 November 2011 (Fylde and Wyre)        | <p>Introductions/ update on Local plans and supporting documents and specific topic areas:</p> <p>Housing,<br/>Economy,<br/>Retail,<br/>Infrastructure,<br/>Health,<br/>Community Infrastructure,<br/>Climate change<br/>Coastal management.<br/>Natural and historic environment<br/>Shale Gas Exploration</p> |
| Wednesday 23 November 2011 (Fylde and Blackpool)  | <p>Introductions/ update on Local plans and supporting documents and specific topic areas:</p> <p>Housing,<br/>Economy,<br/>Retail,<br/>Infrastructure,<br/>Health,<br/>Community Infrastructure,<br/>Climate change<br/>Coastal management.<br/>Natural and historic environment<br/>Whyndyke Farm</p>         |
| Monday 8 October 2012 (Fylde, Blackpool and Wyre) | <p>Update from each authority on their LP timetable and current issues.</p> <p>Compliance with the Duty to Co-operate<br/>Memorandum of Understanding(MoU)</p>  |

|                            |   |
|----------------------------|---|
|                            | Viability Testing and CIL   |
| Monday 21 January 2013     | MoU<br>Strategic Housing Market Assessment (SHMA) Update<br>Gypsies and Travellers Accommodation Assessment (GTAA)<br>Viability Testing<br>Whitehills Study<br>The Retail Study<br>Need for additional policies<br>Cycle Demonstration Town<br>Great/Little Eccleston |
| Thursday 28 February 2013  | MoU Finalising<br>Whyndyke  |
| Wednesday 5 June 2013      | MoU Draft<br>Governance<br>Joint Officer Member Steering Group (JOMSG)<br>Local Plan Updates<br>GTAA<br>SHMA<br>Retail Study<br>Transport Master Plan<br>Bathing Waters<br>Local Enterprise Partnership   |
| Wednesday 14 August 2013   | Memorandum of Understanding<br>West Lancs Table<br>Local Plan updates<br>Minerals and Waste Local Plan<br>Gypsies and Travellers  |
| Wednesday 9 October 2013   | MoU<br>Local Plan Updates<br>GTAA<br>SHMA<br>Retail Study Update<br>Playing Pitch Strategies and Open space<br>Ecological Networks<br>Transport Master Plan<br>Bathing Waters action plan / SUDS progress<br>Local Enterprise Partnership                             |
| Wednesday 27 November 2013 | SHMAA<br>GTAA<br>Economy – LEP – various issues<br>Local Plans update   |
| Monday 27 January 2014     | Viability Study<br>Overview of the LEP<br>EDC Economic Growth Plan update on Strategy/plan/future<br>Memorandum of Understanding (MOU)<br>Infrastructure Delivery Plans – provision of information by LCC   |

|  |  |
|--|--|
|  | Local Plan Updates<br>GTAA<br>SHMA<br>Retail Study Update<br>Transport Master Plan   |
| Tuesday 25 March 2014                  | GTAA<br>MoU<br>Local Plan Updates<br>Viability Study<br>SHMA<br>Retail & Economic Updates<br>Fylde Coast Highways and Transport Masterplan   |
| Wednesday 28 May 2014                  | GTAA<br>Blackpool draft Statement of Compliance DTC<br>MoU<br>Fylde Coast Highways and Transport Masterplan<br>Local Plan Updates  |
| Wednesday 17 September 2014            | LEP Economic Update<br>Fylde Coast Economic Development update<br>Fylde Coast Highways and Transport Masterplan update<br>GTAA<br>SHMA update<br>Local Plan updates  |
| Tuesday 02 December 2014               | Fylde Coast Highways and Transport Masterplan update<br>LEP Update<br>GTAA<br>Fylde Coast SHMA Addendum<br>Local Plan and Core Strategy updates  |
| Monday 09 March 2015                   | Fylde Coast Growth Accelerator Strategy<br>Enterprise Zone – Blackpool Airport and surrounding land<br>Update of Memorandum of Understanding – August 2013<br>Local Plan updates   |
| Friday 08 May 2015 (Fylde & Wyre only) | Local Plan Updates<br>Housing<br>Green Belt<br>GTAA<br>Employment land, including Poulton Industrial Estate and the Nightjar Employment Site<br>Transport<br>South East Poulton-le-Fylde/Eccleston<br>Green Infrastructure |
| Monday 03 July 2015                    | Blackpool Airport and Enterprise Zone update<br>Fylde Coast Highways and Transport Masterplan<br>Minerals & Waste – LP progress on Onshore Oil & Gas<br>Exploration SPD<br>GTAA  |

|                           |   |
|---------------------------|---|
|                           | Ministerial Statement 18 June 2015 re Wind Energy Developments<br>Major Planning Application  |
| Tuesday 22 September 2015 | LEP update<br>Blackpool Airport and Enterprise Zone update<br>Fylde Coast Highways and Transport Masterplan<br>Local Plan and Core Strategy updates<br>Inspector's Proposed Modifications to the Blackpool Core Strategy<br>GTAA<br>LP progress on Onshore Oil & Gas Exploration SPD<br>Fylde Coast Biodiversity and Nature Conservation SPD<br>Wyre visitor Green Belt review<br>Visitor accommodation study |
| Monday 07 December 2015   | LEP Update including update on the Enterprise Zones<br>Fylde Coast Growth Accelerator Strategy (GAS)<br>Affordable Housing at Fylde<br>Growth Implications on the Highway Network<br>Local Plan, Core Strategy and Site Allocations DPD Updates<br>GTAA<br>Renewable Energy Study update  |

#### **Fylde Coast and Members Duty to Cooperate**

Members of the Fylde Coast Authorities have also arranged a number of meetings with Council Members, as part of a joint members and officers' advisory steering group, to discuss various items as set out below:

| <b>Date of Meeting</b>     | <b>Topic areas</b>   |
|----------------------------|--|
| Wednesday 19 November 2014 | The Memorandum of Understanding between the Fylde Coast Authorities and Lancashire County Council<br>GTAA<br>Fylde Coast Highways and Transport Masterplan update<br>Local Plan/Core Strategy updates  |
| Wednesday 21 January 2015  | GTAA<br>Fylde Coast Highways and Transport Masterplan update<br>Publication of draft Fylde Coast Highways and Transport Masterplan<br>Draft Guidance on Oil and Gas Exploration, Production and Distribution<br>Local Plan/Core Strategy updates |
| Monday 30 March 2015       | Memorandum of Understanding<br>Draft Fylde Coast Highways and Transport Masterplan<br>Draft Guidance on Oil and Gas Exploration<br>Local Plan/Core Strategy updates  |

#### **Fylde and Preston Duty to Cooperate Meetings**

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A list of meetings undertaken with regard to Preston Council and the topic areas discussed are provided in the table below. These meetings are effective mechanisms for ensuring that strategic planning issues that cross council administrative boundaries are given due consideration, are planned for and are delivered effectively through the plan making process.

| Date of Meeting           | Topic Areas  |
|---------------------------|--|
| Tuesday 22 November 2011  | <p>Introductions/ update on Local plans and supporting documents and specific topic areas:</p> <ul style="list-style-type: none"> <li>• Housing,</li> <li>• Economy,</li> <li>• Retail,</li> <li>• Infrastructure,</li> <li>• Health,</li> <li>• Community Infrastructure,</li> <li>• Climate change,</li> <li>• Coastal management.</li> <li>• Natural and historic environment</li> <li>• Neighbourhood plans</li> </ul> |
| Tuesday 25 September 2012 | <p>NW Preston strategic site allocation<br/> Traffic issues - new junction on the M55<br/> Fylde Coast Memorandum of Understanding<br/> Water and Wastewater infrastructure issues and Bathing water<br/> Empty homes<br/> Ribble Estuary Regional Park<br/> Fracking</p>  |
| Tuesday 15 January 2013   | <p>Update on Local Plan Progress<br/> Neighbourhood Plans<br/> Transport Issues – Preston Western Distributor Road and new junction 2 of the M55<br/> Water and Wastewater Issues</p>  |
| Tuesday 3 September 2013  | <p>Update on Local Plans and Neighbourhood Plans progress<br/> Housing Numbers<br/> Community Infrastructure Levy (CIL)<br/> North West Preston Masterplan<br/> Transport Masterplan (Central Lancs)<br/> GTAA<br/> Warton Enterprise Zone<br/> City Deals Bid update<br/> Role of the Lancashire Enterprise Partnership (LEP)</p>   |
| Tuesday 28 January 2014   | <p>Update on Local Plans and Neighbourhood Plans progress<br/> Master Plan for North West Preston<br/> Housing Numbers<br/> Areas of Separation<br/> Community Infrastructure Levy (CIL)<br/> GTAA</p>   |
| Friday 15 May 2015        | Local Plan Updates   |

|                         |   |
|-------------------------|---|
|                         | Neighbourhood Plans<br>Masterplan for North West Preston<br>Area Action Plan for Preston City Centre<br>Housing Numbers<br>Area(s) of separation<br>GTAA<br>CIL |
| Wednesday 09 March 2016 | Local Plan Updates<br>Neighbourhood Plans<br>City Deal Updates<br>Developments in North West Preston<br>Affordable Housing<br>GTAA<br>CIL                       |

#### **Fylde and South Ribble Duty to Cooperate**

Officers from Fylde and South Ribble Councils have communicated via email with regards to:

- South Ribble Site Allocations and Development Management Policies Development Plan Document – Publication Version.
- South Ribble Borough Council’s Statement of Compliance with the Duty to Co-operate that accompanies its Site Allocations and Development Management Policies DPD.

#### **Fylde and West Lancashire Duty to Cooperate**

Officers from Fylde and West Lancashire Councils have communicated via email and in person with regards to:

- The West Lancashire Local Plan 2012-2027 DPD publication document.
- The West Lancashire Local Plan 2012-2027 Statement of Compliance with the Duty to Co-operate.

#### **Fylde and Wyre and West Lancs CCG’s Duty to Cooperate**

Officers from Fylde & Wyre Councils have recently started meeting regularly and discuss matters relating to:

- Mapping and linkages across public sector risk stratification work
- Fylde and Wyre Healthy New Towns Programme
- Review of opportunities to maximise Telecare & Telehealth



Source: Fylde Council – Local Development Scheme (November 2015)

# APPENDIX B: PERFORMANCE MONITORING FRAMEWORK

| Local Plan Part 1 Policy  | Frame-work Indicator | Indicator   | Target   | Delivered by  |
|---|----------------------|---|--|---|
| S1: The Settlement Hierarchy and DLF1: Development Locations for Fylde and H1: Housing Delivery and the Allocation of Housing Land                                    | 1                    | Net additional homes completed.   | Annual homes completions against the target requirement of <b>370 homes</b> per annum.   | Fylde Council, Developers, Housing Associations and Infrastructure Providers. |
| S1: The Settlement Hierarchy and DLF1: Development Locations for Fylde and H1: Housing Delivery and the Allocation of Housing Land                                    | 2                    | 5 Year Supply.  | To have a 5 year supply of housing land.   | Fylde Council, Developers, Housing Associations and Infrastructure Providers. |
| S1: The Settlement Hierarchy and DLF1: Development Locations for Fylde and H1: Housing Delivery and the Allocation of Housing Land                                    | 3                    | Housing Trajectory.   | To deliver a minimum of <b>7,768 homes</b> over the plan period from 1 April 2011 to 31 March 2032.  | Fylde Council, Developers, Housing Associations and Infrastructure Providers. |
| DLF1: Development Locations for Fylde and SL1, SL2, SL3, SL4 and SL5: Strategic Locations for Development and H1: Housing Delivery and the Allocation of Housing Land | 4                    | Location of homes completed in relation to Strategic Location for Development Policies. | Cumulative homes completed from the start of the Plan period on 1 April 2011 located within - Lytham and St Annes Strategic Location: <b>23.3%</b> .<br>Fylde-Blackpool Periphery Strategic Location: <b>29.2%</b> . | Fylde Council, Housing Associations, Developers and Infrastructure Providers. |

|  |           |   |   |  |
|--|-----------|---|---|--|
|  |           |   | Warton Strategic Location: <b>10.6%</b> .<br>Kirkham and Wesham Strategic Location: <b>14.4%</b> .<br>Non-Strategic Locations: <b>9.6%</b><br>Allowances: <b>12.8%</b> .  |  |
| <b>GD7: Achieving Good Design in Development and H4: Affordable Housing</b>    | <b>5</b>  | Higher quality building design.   | All new housing developments should conform to National Technical Standards.  | Fylde Council, Developers and architects.  |
| <b>EC1: Overall Provision of Employment Land and Existing Employment Sites</b> | <b>6</b>  | Employment land take-up.  | Cumulative take-up of land for employment development from the start of the plan period on 1 April 2011, compared to the requirement of 60.6Ha.during the plan period.  | Fylde Council, Businesses, Developers, Investors and Infrastructure Providers.   |
| <b>EC5: Vibrant Town, District and Local Centres</b>                           | <b>7</b>  | Retain vibrant town centres.  | No net loss of retail floor-space in the town centres of Lytham, St Annes and Kirkham.  | Fylde Council, Businesses, Developers and Investors.   |
| <b>EC6: Leisure, Culture and Tourism Development</b>                           | <b>8</b>  | Retaining leisure, culture and tourism facilities in the Island Sea Front Area. | No net loss of leisure, culture and tourism uses from the Island Sea Front Area in St Annes.  | Council, Businesses, Developers and Investors.   |
| <b>EC7: Tourism Accommodation</b>  | <b>9</b>  | Retain the Holiday Areas for serviced tourism accommodation.                    | No net loss of hotels and serviced tourism accommodation in the Holiday Areas in St Annes.  | Council, Businesses, Developers and Investors.   |
| <b>H2: Density and Mix of New Residential Development</b>                      | <b>10</b> | Sustainable and efficient use of land.  | A density target of <b>30</b> homes per hectare or more in Strategic Locations for Development, Key Service Centres. Local Service Centres and in Tier 1: Larger Rural Settlements and Tier 2: Smaller Rural Settlements. | Fylde Council, Housing Associations, Registered Providers, Homes and Communities Agency (HCA's), private landlords and Developers. |

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|   |           |   |  |   |
|---|-----------|---|--|---|
| <b>H4: Affordable Housing</b>   | <b>11</b> | Number of affordable homes built.   | Number of market housing schemes of more than 10 homes that provide 30% affordable homes.                  | Fylde Council, Housing Associations, Registered Providers, HCA, private landlords and Developers. |
| <b>HW1: Health and Wellbeing</b>  | <b>12</b> | Improving community health.   | Number of Health Impact Assessments (HIA) submitted alongside major planning applications.                 | Fylde Council, Lancashire Public Health and Health Agencies.                                      |
| <b>INF2: Developer Contributions</b>  | <b>13</b> | Value of developer contributions collected.   | Amount collected each year (as well as the actual implementation of infrastructure projects).              | Fylde Council, Developers and Infrastructure Providers.   |
| <b>T4: Enhancing Sustainable Transport Choice</b>   | <b>14</b> | Reduction in road traffic congestion through modal shift away from car use to alternative forms of transport. | Percentage use of different modes of transport i.e. by assessing the annual method of travel to work data. | Fylde Council, Highways England, Highways Authority and Public transport operators                |
| <b>T4: Enhancing Sustainable Transport Choice</b>   | <b>15</b> | Improvements and upgrades, to the Fylde Railway Network (i.e. North Fylde Line and South Fylde Line).         | Net increase in numbers of passengers using the Fylde Railway Network.                                     | Fylde Council, Lancashire County Council, Network Rail and Rail Franchises.                       |
| <b>CL1: Flood Alleviation, Water Quality and Water Efficiency and SL1, SL2, SL3, SL4 and SL5: Strategic Locations for Development</b> | <b>16</b> | Minimise the amount of inappropriate development in Flood Zones 2 and 3.                                      | Number of planning applications granted permission for inappropriate development in Flood Zones 2 and 3.   | Fylde Council and Environment Agency.   |
| <b>ENV2: Biodiversity</b>   | <b>17</b> | Change in areas of biodiversity importance.   | Net gains in biodiversity.   | Fylde Council, Lancashire County Council, Natural England and Lancashire Wildlife Trust.          |
| <b>ENV3: Protecting Existing Open Space (the Green Infrastructure) and</b>  | <b>18</b> | Amount of sport, recreation and informal open space gained, and lost to other uses.                           | Net gains in indoor and outdoor sports facilities and open space provision.                                | Fylde Council, Sport England, Lancashire Sport, parish  |

|   |            |  |   |   |
|---|------------|--|---|---|
| <b>HW3: Provision of Indoor and Outdoor Sports Facilities</b> |            |  |   | and town councils, sports clubs, schools and Developers.    |
| <b>ENV5: Historic Environment</b>                             | <b>19a</b> | Number of Heritage Assets on Historic England's 'At Risk' register.                                | No Heritage Assets in Fylde on Historic England's 'At Risk' register by the end of the plan period in 2032. | Fylde Council, Historic England, Developers and architects. |
|   | <b>19b</b> | Number of listed buildings and buildings in Conservation Areas lost through development proposals. | No loss.  | Fylde Council, Historic England and Developers.             |
|   | <b>19c</b> | Conservation Area Appraisals.  | Maintain up-to-date Conservation Area Appraisals.   | Fylde Council   |
|   | <b>19d</b> | Publication of a local list of heritage assets.  | Review local list of heritage assets once established.  | Fylde Council   |



# APPENDIX C: INFRASTRUCTURE DELIVERY SCHEDULE SEPTEMBER 2015

**Key:**

Committed capital programmes, or those that are secure or ongoing developments

Uncertain capital available, or uncertain timescales

Projects that have had funding removed, but are still required, or are longer term aspirations

| Topic    | Description  | Lead                      | Partners                  | Funding   | Cost | Available | Gap | Timeframe                                | Notes |
|----------|--|---------------------------|---------------------------|---|------|-----------|-----|--|-------|
| Highways | The M55 (Junction 4) to Heyhouses (St Annes) Link Road | Lancashire County Council | Highways England; Private | Wholly funded by Section 106 contributions from housing scheme adjacent Queensway, St Annes | £21m | £21m      | £0  | Complete by 2021                         |       |
| Highways | Upgrading of M55 Junction 4 – including signalisation  | Lancashire County Council | Highways England; Private | Wholly funded by Section 106 contributions from housing scheme at Whyndyke Farm             |      | £1 - 5m   |     | Completed and delivered within two years |       |

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|          |   |                           |   |   |                                |    |        |  |  |
|----------|---|---------------------------|---|---|--------------------------------|----|--------|--|--|
| Highways | The M55 (Junction 3) to Norcross Link Road (i.e. the Blue Route)                            | Lancashire County Council | Highways England                              | Local major transport scheme funding  | >£150m                         | £0 | >£150m | Unlikely to be deliverable before 2030                       |  |
| Highways | A585 Skippool – Windy Harbour Improvements  | Highways England          | Lancashire County Council                     |   |                                |    |        | It is anticipated that start of works would begin in 2019/20 |  |
| Highways | Preston Western Distributor Road (including new Junction 2 on the M55 and Cottam Link Road) | Lancashire County Council | Highways England                              | Local major transport schemes £58m (over four years); Lancashire County Council £9m; CIL / Section 106 developer funding £23m | £92m                           |    |        | Start of Works: 2017; Road Open: 2019                        |  |
| Rail     | Electrification of the Blackpool to Preston railway line                                    | Network Rail              | Train operating companies; other stakeholders | Funded from the £1.3 billion allocated by government for Network Rail's network electrification programme                     | Up to £300m for the NW package |    | £0     | Blackpool to Preston electrification completed by Dec 2015   |  |
| Rail     | Replacement of traditional railway signals with European Rail Traffic                       | Network Rail              | Train operating companies; other stakeholders |   |                                |    |        |  |  |



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|              |  |                           |                           |                |             |                  |            |                          |              |
|--------------|--|---------------------------|---------------------------|----------------|-------------|------------------|------------|--------------------------|--------------|
|              | Management Systems (ERTMS)   |                           |                           |                |             |                  |            |                          |              |
| Rail         | A direct London – Blackpool Service, stopping at Poulton-le-Fylde and Preston railway stations | Network Rail              |                           |                |             |                  |            | Started in December 2014 |              |
| <b>Topic</b> | <b>Description</b>   | <b>Lead</b>               | <b>Partners</b>           | <b>Funding</b> | <b>Cost</b> | <b>Available</b> | <b>Gap</b> | <b>Timeframe</b>         | <b>Notes</b> |
| Rail         | Provision of a park and ride at Kirkham and Wesham Railway Station                             | Network Rail              | Lancashire County Council |                |             |                  |            |                          |              |
| Rail         | Access improvements at Kirkham and Wesham Railway Station                                      | Network Rail              | Lancashire County Council |                |             |                  |            |                          |              |
| Cycling      | Completion of continuous off-road sea front cycle route from                                   | Lancashire County Council |                           |                |             |                  |            |                          |              |

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|           |   |                           |               |  |  |  |  |   |                                 |
|-----------|---|---------------------------|---------------|--|--|--|--|---|---------------------------------|
|           | Lytham to St Annes  |                           |               |  |  |  |  |   |                                 |
| Cycling   | Improvement of cycle links between Fylde and Blackpool, particularly in the Whitehills area | Lancashire County Council |               |  |  |  |  | Plan period   |                                 |
| Cycling   | Extension of the cycle path on the A584 between Preston and Warton                          | Lancashire County Council |               |  |  |  |  |   |                                 |
| Cycling   | Development of links between minor roads in Lytham and St Annes                             | Lancashire County Council |               |  |  |  |  |   |                                 |
| Footpaths | Public rights of way creation and enhancement   | Lancashire County Council | Fylde Council | Lancashire County Council                                  |  |  |  | Ongoing   |                                 |
| Airport   | Blackpool Airport - alterations to airport infrastructure                                   | Blackpool Airport         | N/A           | Airport development but Section 106 contributions for Road | TBD - over 20 year period could be £80m. |  |  | Aviation development unlikely for 2 to 3 years other development may be sooner. | A masterplan is being produced. |

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| Telecommunications | Superfast Broadband | Lancashire County Council | Lancashire Enterprise Partnership, Lancashire District Councils | £10.8m from Broadband Delivery UK, £16.5m from the European Regional Development Fund, £4.7m from Lancashire County Council. | £32m |           | £0  | Complete by end of 2015 |       |
|--------------------|---------------------|---------------------------|---|--|------|-----------|-----|-------------------------|-------|
| Topic              | Description         | Lead                      | Partners  | Funding  | Cost | Available | Gap | Timeframe               | Notes |

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|                       |  |                           |                                  |                           |  |  |  |             |  |
|-----------------------|--|---------------------------|----------------------------------|---------------------------|--|--|--|-------------|--|
| Flood risk management | Replacement of hard coastal defences at Lytham Green, Fairhaven Lake and The Island Sea Front Area | Fylde Council             | Wyre Council, Environment Agency | DEFRA                     | c.£100m                                  |  |  | Unknown     |  |
| Flood risk management | Strengthen and/or raise Warton Flood Banks   | Environment Agency        | Fylde Council                    | DEFRA                     | Unknown                                  |  |  | Unknown     |  |
| Education             | New primary school to serve Queensway  | Lancashire County Council |                                  | Lancashire County Council | S106 Agreement – developer contributions |  |  | Plan period |  |

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|                   |   |                                      |                           |                           |  |      |    |             |   |
|-------------------|---|--------------------------------------|---------------------------|---------------------------|--|------|----|-------------|---|
| Education         | New primary school to serve Whyndyke          | Lancashire County Council            |                           | Lancashire County Council | S106 Agreement – developer contributions |      |    | Plan period |   |
| Education         | New Secondary school in Fylde                 | Lancashire County Council            |                           | Lancashire County Council |  |      |    | Plan period | tbc   |
| Mental Healthcare | The Harbour Mental Health In-Patient Unit     | Lancashire Care NHS Foundation Trust | NHS England               | NHS England               | £40m                                     | £40m | £0 | Completed   |   |
| Parks and gardens | Sustainable access to Lytham Hall and Gardens | Lancashire County Council            | Fylde Council             | Lancashire County Council |  |      |    | Plan period |   |
| Parks and gardens | Regeneration of Fairhaven Lake and Promenade  | Fylde Council                        | Lancashire County Council | Lancashire County Council |  |      |    | Plan period | It is anticipated that these works will take place in conjunction with the improvements to the coastal defences |

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| Topic                               | Description  | Lead          | Partners   | Funding                   | Cost    | Available | Gap | Timeframe   | Notes |
|-------------------------------------|--|---------------|--|---------------------------|---------|-----------|-----|-------------|-------|
| Parks and gardens                   | Creation of a new park of at least 60 Ha in size, at a suitable location that is accessible to the whole borough | Fylde Council |  |                           |         |           |     | Plan period |       |
| Parks and gardens                   | The Heritage Parks Initiative: connecting the key historic parks and gardens of Lytham and Annes                 | Fylde Council |  |                           |         |           |     | Plan period |       |
| Natural and semi-natural greenspace | Ribble Coast and Wetlands  | Fylde Council | Fylde Council, Preston City Council, South Ribble Borough Council, West Lancashire District Council, | Section 106 contributions | Unknown |           |     | Unknown     |       |

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|   |   |                              |   |                              |          |          |  |                 |  |
|---|---|------------------------------|---|------------------------------|----------|----------|--|-----------------|--|
|   |   |                              | Lancashire<br>County Council                          |                              |          |          |  |                 |  |
| Natural<br>and semi-<br>natural<br>greenspac<br>e | Community<br>woodland<br>creation   | Lancashire<br>County Council | Fylde Council   | Lancashire County<br>Council |          |          |  | Ongoing         |  |
| Natural<br>and semi-<br>natural<br>greenspac<br>e | Improvement of<br>sand dunes<br>between Starr<br>Gate and Lytham<br>Green   | Fylde Council                | Blackpool<br>Council;<br>Lancashire<br>Wildlife Trust | DEFRA                        | £520,000 | £520,000 |  | Over five years |  |
| Green<br>Infrastruct<br>ure<br>network            | Coastal path<br>creation from<br>Starr Gate to<br>Freckleton  | Lancashire<br>County Council | Fylde Council   | Lancashire County<br>Council |          |          |  | Ongoing         |  |
| Public<br>realm                                   | - Enhancing the<br>commercial and<br>resort core of St<br>Annes;<br>- Protecting and<br>enhancing the<br>heritage of<br>Lytham; | Fylde Council                |   |                              |          |          |  | Plan period     |  |

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|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  | <ul style="list-style-type: none"> <li>- Revitalising the commercial core of Kirkham;</li> <li>- Enhancing town, district and local retail centres;</li> <li>- Enhancing key routes, approaches and gateways into Kirkham, Lytham and St Annes.</li> </ul> |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

| Topic    | Description                | Lead                      | Partners                    | Funding   | Cost   | Available | Timeframe                              | Notes |
|----------|----------------------------|---------------------------|-----------------------------|---|--------|-----------|--|-------|
| Highways | M55 to Heyhouses link road | Lancashire County Council | Highways Agency;<br>Private | Wholly funded by Sec 106 contributions from housing scheme adjacent Queensway | £21m   | £21m      | Complete by 2016                       |       |
| Highways | M55 to Norcross link road  | Lancashire County Council | Highways Agency             | Local major transport scheme funding  | >£150m | £0        | Unlikely to be deliverable before 2030 |       |



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|          |  |                           |   |   |                                |  |  |  |
|----------|--|---------------------------|---|---|--------------------------------|--|--|--|
| Highways | Preston Western Distributor (Inc. new junction at the M55)                                       | Lancashire County Council | Highways Agency                               | Local major transport schemes £58m (over 4 years); Lancashire County Council £9m; CIL/S106 developer funding £23m | £90m                           |  | Start of Works: 2019/20; Road Open: 2021/22                |  |
| Rail     | Electrification of the Blackpool to Preston railway line   | Network Rail              | Train operating companies; other stakeholders | Funded from the £1.3 billion allocated by government for Network Rail's network electrification programme         | Up to £300m for the NW package |  | Blackpool to Preston electrification completed by Dec 2015 |  |
| Rail     | Replacement of traditional railway signals with European Rail Traffic Management Systems (ERTMS) | Network Rail              | Train operating companies; other stakeholders |   |                                |  |  |  |
| Rail     | Pendolino railway line between Preston and Blackpool North                                       | Network Rail              |   |   |                                |  |  |  |
| Rail     | Layover on the Blackpool South railway line  | Lancashire County Council | South Fylde Line Community                    |   |                                |  |  |  |

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|         |   |                           |                           |  |  |  |  |  |
|---------|---|---------------------------|---------------------------|--|--|--|--|--|
|         |   |                           | Rail Partnership          |  |  |  |  |  |
| Rail    | New car park and ride at Kirkham and Wesham Railway Station                           | Network Rail              | Lancashire County Council |  |  |  |  |  |
| Rail    | New car park and access improvements at Kirkham and Wesham Railway Station            | Network Rail              | Lancashire County Council |  |  |  |  |  |
| Cycling | Completion of continuous off-road sea front cycle route from Lytham to St Annes       | Lancashire County Council |                           |  |  |  |  |  |
| Cycling | Improvement of cycle links between Fylde and Blackpool, particularly in the Peel area | Lancashire County Council |                           |  |  |  |  |  |
| Cycling | Extension of the cycle path on the A584 between Preston and Warton                    | Lancashire County Council |                           |  |  |  |  |  |

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|             |   |                           |  |  |   |  |   |                                       |
|-------------|---|---------------------------|--|--|---|--|---|---------------------------------------|
| Cycling     | Development of links between minor roads in Lytham and St Annes         | Lancashire County Council |  |  |   |  |   |                                       |
| Footpaths   | Public right of way creation and enhancement                            | Lancashire County Council | Fylde Council  | Lancashire County Council                                      |   |  | Ongoing   |                                       |
| Airport     | Blackpool International Airport - alterations to airport infrastructure | Blackpool Airport         | N/A  | Airport development by airport but S106 contributions for Road | TBD - over 20 year period could be £80m.                  |  | Aviation development unlikely for 2 to 3 years other development may be sooner. | Revised masterplan is being produced. |
| Electricity | North West Coast Connections  | National Grid             | Britain's Energy Coast; NuGen; Electricity NW; Local Authorities; SLR; Hetherington Nuclear Consulting | National Grid  | Capital cost at least £461m; Lifetime cost at least £500m |  | Work to be completed c.2020   |                                       |

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|                       |  |                           |   |  |         |  |                  |  |
|-----------------------|--|---------------------------|---|--|---------|--|------------------|--|
| Telecommunications    | Superfast broadband  | Lancashire County Council | Lancashire Enterprise Partnership, Lancashire District Councils | £10.8m from Broadband Delivery UK, £16.5m from the European Regional Development Fund, £4.7m from Lancashire County Council. | £32m    |  | Complete by 2014 |  |
| Wastewater            | Skippool wastewater treatment works under review. Storm storage being provided for spill reductions. Design will take on board new development in Poulton area and FTS for Mains Lane. | United Utilities          |   | United Utilities   | £35m    |  | Complete by 2014 | Planning application has been submitted. |
| Flood risk management | Replacement of hard coastal defences at Lytham Green, Fairhaven Lake and Pleasure Island   | Fylde Council             | Wyre Council, Environment Agency                                | Defra  | c.£100m |  | Unknown          |  |

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|                       |  |                                      |   |   |         |      |  |  |
|-----------------------|--|--------------------------------------|---|---|---------|------|--|--|
| Flood risk management | Strengthen and / or raise Warton Flood Banks (This work is outlined within the Blackpool & Fylde Coastal Strategy which is currently in draft but due to be signed off in mid-2013. Further detail of this work will be confirmed from the strategy findings). | Environment Agency                   | Fylde Council                                     | Defra??   | Unknown |      | Unknown  |  |
| Education             | Heyhouses permanent expansion  | Lancashire County Council            |   | Lancashire County Council                         |         |      | Permanent expansion to be consulted on during 2013 |  |
| Education             | Secondary school at Warton   | Lancashire County Council            |   | Lancashire County Council                         |         |      | Uncertain  | Location identified in the Local Plan: Preferred Options |
| Mental Healthcare     | Mental Health In-Patient Unit  | Lancashire Care NHS Foundation Trust | Cumbria and Lancashire Strategic Health Authority | Cumbria and Lancashire Strategic Health Authority | £40m    | £40m | Under construction                                 |  |

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|                                     |   |                           |  |  |          |          |  |   |
|-------------------------------------|---|---------------------------|--|--|----------|----------|--|---|
| Sports facilities                   | St Annes Swimming Pool Refurbishment          | Fylde Council             | Sport England; YMCA  | £500,000 from Sport England; £100,00 from the YMCA; and £25,000 from Fylde Borough Council | £625,000 | £625,000 | Work to start in September 2013 and be completed in January 2014 |   |
| Parks and gardens                   | Sustainable access to Lytham Hall and Gardens | Lancashire County Council | Fylde Council  | Lancashire County Council  |          |          | Plan period  |   |
| Parks and gardens                   | Regeneration of Fairhaven Lake and Promenade  | Fylde Council             | Lancashire County Council  | Lancashire County Council  |          |          | Plan period  | It is anticipated that these works will take place in conjunction with the improvements to the coastal defences |
| Natural and semi-natural greenspace | Ribble coast and wetlands                     | Fylde Council             | Fylde Council, South Ribble Borough Council, Preston City Council, West Lancashire District Council, Lancashire County Council | Sec 106 contributions  | Unknown  |          | Unknown  |   |

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|                                     |   |                           |   |                           |          |          |                 |  |
|-------------------------------------|---|---------------------------|---|---------------------------|----------|----------|-----------------|--|
| Natural and semi-natural greenspace | Community woodland creation                                   | Lancashire County Council | Fylde Council                                   | Lancashire County Council |          |          | Ongoing         |  |
| Natural and semi-natural greenspace | Improvement of sand dunes between Starr Gate and Lytham Green | Fylde Council             | Blackpool Council;<br>Lancashire Wildlife Trust | Defra                     | £520,000 | £520,000 | Over five years |  |
| Green corridors                     | Coastal path creation from Starr Gate to Freckleton           | Lancashire County Council | Fylde Council                                   | Lancashire County Council |          |          | Ongoing         |  |