



FYLDE BOROUGH COUNCIL

Meeting Agenda

**Development Control
Committee
Council Offices, Derby Road,
Wesham
2 November 2005, 9.30a.m.**

Membership

Development Control Committee

CHAIRMAN - Harold Butler
VICE-CHAIRMAN - Barbara Pagett

| | | | |
|-------------|-----------------------------------|-------------|------------------|
| Councillors | John Bennett | Councillors | Ray Norsworthy |
| | George Caldwell | | Linda Nulty |
| | Kevin Eastham | | Albert Pounder |
| | Dr. Trevor Fiddler | | Heather Speak |
| | Richard Fulford-Brown | | William Thompson |
| | Peter Hardy | | Colin Walton |
| | Howard Henshaw (A.D.K MALAYSIA | | Andrea Whittaker |

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



CORPORATE OBJECTIVES

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

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

CORE VALUES

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

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



A G E N D A

PART I - MATTERS DELEGATED TO COMMITTEE

| ITEM | PAGE |
|---|----------------|
| 1. DECLARATIONS OF INTEREST: <i>In accordance with the Council's Code of Conduct, members are reminded that any personal/prejudicial interests should be declared as required by the Council's Code of Conduct adopted in accordance with the Local Government Act 2000.</i> | 4 |
| 2. CONFIRMATION OF MINUTES: <i>To confirm as a correct record the minutes of the Development Control Committee meeting held on 12 and 19 October 2005 (previously circulated).</i> | 4 |
| 3. SUBSTITUTE MEMBERS: <i>Details of any substitute members notified in accordance with council procedure rule 26.3</i> | 4 |
| 4. REPORT OF AN APPEAL DECISION - 1 PEEL HILL, BLACKPOOL | 5 |
| 5. DEVELOPMENT CONTROL MATTERS | AS NUMBERED |

REPORT



| REPORT OF | MEETING | DATE | ITEM NO |
|-------------------|-------------------------------|------------|---------|
| BUILT ENVIRONMENT | DEVELOPMENT CONTROL COMMITTEE | 2 NOV 2005 | 4 |

REPORT OF APPEAL DECISION AT 1 PEEL HILL, BLACKPOOL

Public/Exempt item

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

Summary

The appeal was dismissed on the grounds that the activities associated with the stables would significantly harm the amenities of the occupiers of nearby dwellings.

Recommendation/s

That Members note the Inspectors decision on this appeal.

Executive brief

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

Councillor Small

Report

Site Address: 1 Peel Hill, Blackpool

Development: Detached stable block

Appellant: Mr A Clegg

Officer Recommendation: Approve

Date Of Decision: 13 October 2004

Summary of decision: Appeal dismissed

Heard By: Written Representations

Date of Appeal Decision: 6th July 2005

1. The Inspector noted that although Peel Hill is located within designated Countryside where stables are acceptable, this is a residential road with dwellings on both sides.
2. He was satisfied that from a visual point of view the stables would not harm the character or appearance of the area, due to their size and design and location at the rear of the appeal property, as they would be largely screened from the neighbouring dwelling by its garage and the fence and planting along the boundary.
3. The Inspector was however concerned that the activities associated with the stables located so close to residential properties, including odours from the storage of waste, noise from the animals and the coming and going of vehicles would significantly harm the amenities of the occupiers of nearby dwellings. He considered that to allow the appeal would permit a development that would be contrary to HL10 of the Fylde Borough Local Plan.
4. In reaching this conclusion the Inspector states that he has taken account of information submitted by the appellant in relation to the number of vehicles estimated to visit the site and the fact that the appellant proposes to take the horses away during the summer months. As he felt that these matters could not be control these matters by planning conditions and as such the situation could change leading to significantly higher levels of activity. The Inspector considered that the intermittent vehicles visiting the site in relation to this proposed use would be more of a disturbance than the continuos noise of the nearby roads.
5. The Inspector considered the neighbours concerns of the proposal on their water supply and sewerage system, however he stated that he had insufficient evidence to for him to fully consider this matter. He also mentioned that property value is not a planning consideration, and that he had no evidence to suggest that the appellant intends to operate a business from the appeal premises.

| IMPLICATIONS | |
|-----------------------------|--------|
| Finance | None |
| Legal | None |
| Community Safety | None |
| Human Rights and Equalities | None |
| Sustainability | None 6 |

| | |
|-------------------------------------|------|
| Health & Safety and Risk Management | None |
|-------------------------------------|------|

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

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

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02 November 2005

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Development Control Committee Schedule

02 November 2005

Item Number: 1

| | | | |
|-------------------------------|--|-----------------------------|--------------------------------|
| Application Reference: | 05/0683 | Type of Application: | Full Planning Permission |
| Applicant: | Mr P Wigglesworth | Agent : | Cassidy and Ashton Partnership |
| Location: | DOVER LODGE, CHAIN LANE, STAINING, BLACKPOOL | | |
| Proposal: | RESUBMISSION OF APPLICATION 04/722 FOR 9 HOLE GOLF COURSE, ASSOCIATED FACILITIES AND FORMATION OF A BOWLING GREEN. | | |
| Parish: | Staining | Area Team: | Area Team 2 |
| Weeks on Hand: | 15 | Case Officer: | Mrs J Cary |
| Reason for Delay: | Awaiting revised plans following to alleviate concerns of the County Ecologist | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal for a golf course and bowling green complies with the relevant policies within the local plan., and provides for an appropriate type of use within the countryside area, without detriment to that area. There are no objections on highway grounds and the application is therefore recommended for approval.

Reason for Reporting to Committee

The application is a 'major application', and does not therefore, fall within the scheme of delegation.

Site Description and Location

The site is Dover Lodge Farm, Chain Lane, Staining. It is a farm which covers a fairly extensive area of land along Chain Lane. Whilst the applicant no longer farms the land, the land is rented to a nearby farmer for agricultural purposes. A number of redundant agricultural buildings currently occupy the site.

Details of Proposal

The proposal is for the development of a 9 hole golf course, club house and associated facilities, together with the formation of a bowling green. The club house would be a single storey structure measuring 20.5 x 12.4 m. The majority of the existing agricultural buildings are proposed to be demolished. Highway improvements are proposed as part of the application in relation to access roads and visibility, together with the provision of street lighting along Chain Lane.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|--|------------------------------|-------------|
| 03/0549 | OUTLINE APPLICATION FOR GOLF COURSE | Returned Invalid Application | 03/11/2003 |
| 04/0722 | PROVISION OF A 9 HOLE PAY AND PLAY GOLF COURSE AND ASSOCIATED FACILITIES | Withdrawn by Applicant | 13/09/2004 |
| 86/0575 | FILLING OF PONDS AND AREAS SUBJECT TO FLOODING BY TIPPING | | |

Parish Council Observations

Staining Parish Council

The Council decided by a narrow majority not to oppose this application, despite having objected to the previous application on traffic grounds. The Council is concerned over the increase in traffic through the village rather than coming from Mythop Road, which seems to be the major aspect addressed by the Transport Assessment Form. Whilst of the opinion that this application is no better than the previous one and indeed may have more of an adverse effect than the earlier application, the Council have decided that it may be more beneficial to the village to not oppose the application but to seek, instead, that conditions be placed upon the developer to improve the lighting of the roadway by installing lamp posts (with the approval and permission of Lancashire County Council) to continue the lighting from the edge of the village to the entrance of the development, if not slightly beyond. This will give the Council a greater chance of obtaining a reduction in the speed limit at this point to 30 mph, as one of the major factors put forward in response to Staining Parish Council's Traffic Business Plan by Lancashire County Council is the absence of adequate street lighting.

The Council is also concerned over the danger to traffic entering and exiting the site as Chain Lane is a very busy road during the morning and afternoon "rush hours". It therefore asks Fylde Borough Council to consider whether a mini roundabout would be beneficial here.

CONCLUSION OF STAINING PARISH COUNCIL:

Staining Parish Council has no objections to this application conditional upon the developer being required to provide adequate street lighting from the point at which the village street lighting ends to a point not less than the entrance to the proposed development and preferably at least 30 or 40 yards beyond this.

Statutory Consultees

County Land Agent

I refer to your consultation letter concerning the above planning application and have the following observations to make:-

Introduction

A planning application has been submitted by Mr Wigglesworth for essentially the change of use of the farm unit into a 9 hole golf course with a new clubhouse facility. A further part of the application involves the provision of a bowling green for local use. I undertook an inspection of the application site on 7 September whilst Mr Wigglesworth was also present, the information provided together with the written submissions made in support of the application form the basis of this appraisal.

Background Information

The applicant made the decision to cease farming in April 2004. His intention being to construct a golf course on the agricultural unit. Whilst farming the unit the applicant had also operated a milk processing business on site utilising the milk he produced for retail liquid sales supplying roundsmen and local catering outlets. Mr Wigglesworth has continued doing this through purchasing milk from a local milk producer. He has not ruled out ceasing the processing business should the commitment of the golf course require him.

Previous Application

I was consulted upon Mr Wigglesworth's initial application 5/04/722 for the change of use of the land to a golf course. The application was withdrawn in order that the applicant could provide additional information. In view of this I did not comment on this application.

Background Land

The farm extends to in the region of 76.5 hectares (190 acres) of land which is all contained within a ring fence. The area of land subject to this application extends to approximately 65 hectares (161 acres). The additional land which is not included with this application is to the south of the dyke (watercourse) which runs in an east west direction and forms the boundary of the land shown on the plan submitted with this application.

The land is undulating, although with a general fall from north to south. The land is serviced by a farm access track running east/west direction from the farmstead to the eastern end of the farm. I have noted from the MAFF Agricultural Land Classification Map that almost all the land forming this unit is classified as Grade 3. To the south eastern end of land area there is an area of Grade 2 land comprising of peaty soils.

Agricultural Enterprise

Mr Wigglesworth had operated the farm essentially as a dairy unit keeping in the region of 120 dairy cows and dairy followers. When he ceased farming the land he has let this on an annual cropping basis to a neighbouring farmer. The land has been used during 2005 for arable crop and potato production.

Agricultural Buildings

There are buildings and storage facilities on site associated with the dairy herd operation.

In view of the nature of this application I felt it was not necessary to undertake a detailed inspection of the buildings on the unit and instead I will describe generally the buildings which exist.

There is a main concentration of buildings which interrelate with each other built from a range of materials. Within this group there consists a traditional brick built range and built adjoining these there are two building extensions of concrete and timber construction with corrugated sheet roofs. The traditional part of the building is still utilised in conjunction with the milk processing operation, whereas the extension which had previously been utilised for cattle housing are no longer being utilised. I note it is intended to utilise some of the extension building for storage purposes associated with the golf course use.

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I consider whilst a point is made in the written submissions to commercial reasons for the decision made by the applicant to cease farming I feel that this is not related to the immediate unsuitability of the farm as a commercial farm unit. However I recognise if looking at the long term future of this farm as a dairy unit that capital investment would be required which I feel in the present climate of the dairy industry is doubtful if this could be justified.

Sport England

Thank you for consulting Sport England on the above application.

Sport England has considered the application in the light of Sport England's Land Use Planning Policy Statement Planning Policies for Sport. The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary in order to ensure the sport and recreational needs of local communities are met.

The proposal will improve the facilities available for golfers. This is consistent with the following Sport England planning policy objectives:

Sport England Planning Policy Objective 28 " To support the development in appropriate locations of additional facilities for golf which meet an identified need and in particular encourage the provision of " pay and play" facilities."

Sport England Planning Policy Objective 10:

"To support the development of new facilities, the enhancement of existing facilities and the provision and/or improvement of access to the natural environment which will secure opportunities to take part in sport and which can be achieved in a way which meets sustainable development objectives".

The proposal does not involve the loss of a facility but again. I note PPG17 guidance does not indicate a requirement for a needs assessment in such a situation. Ideally, however, decisions on such proposals ought to take account of the results of a local sport and recreation strategy - a key element

of which would be community need.

The question of whether the proposals are acceptable in principle needs to be assessed against all material planning considerations including matters of need, sustainability and appropriateness of the proposal in this particular location.

I have no doubt the proposal will meet a demand for golf activity in the locality, catering for trends identified in the 1997 EMAP golf futures report. As such Sport England is generally supportive of such developments. Sport England is however unable to state with any clarity whether this site in particular can provide sufficient benefit to outweigh concern.

Although Sport England does not raise an objection to the proposed development, this is subject to the local planning authority being satisfied there is no element of harm or that if it does exist, this can be outweighed by the benefits secured from development.

I have primarily given attention to the formation of the proposed golf course. No objection however is raised to the clubhouse and car park elements, which are situated largely within the footprint of the existing built elements of the farm. These elements would be ancillary to the main proposal should the golf course be approved. If however the golf course proposal is refused, there would be no justification for the erection of a freestanding clubhouse.

I would be grateful if you would advise me of the outcome of the applications by sending me a copy of the decision notice. If you would like any further information or advice please contact me at the address below.

LCC Ecological Officer (comments on original plans) -

Thank you for your consultation in respect of the above application.

In determining this application, the requirements of The North West Regional Planning Guidance/Regional Spatial Strategy Policy ER5 and Policy 21 of the Joint Lancashire Structure Plan need to be considered in conjunction with relevant legislation (Details attached).

Ecological concerns of this development include possible impacts on bats, great crested newts, nesting birds and hedgerows, as well as the fragmentation/isolation of habitats. I recommend that the developer be required to submit an ecological assessment to determine any potential impacts and to provide a basis for mitigation/compensation if damaging impacts are likely. If adequate mitigation/compensation cannot be guaranteed then Fylde Borough Council should consider a refusal.

European Protected Species (Bats & great crested newts)

Great crested newts were found to be present in pond 4 (in the east of the holding) and could therefore potentially occupy terrestrial habitats elsewhere within the application area. The population of great crested newts should therefore be assessed according to guidelines issued by English Nature.

During the great crested newt survey, the Consultant Ecologist recorded the presence of two species of bat (pipistrelle, Daubenton's) in the vicinity of pond 4. While the application states that no trees are to be pruned or felled, the Supporting Statement mentions that existing buildings are to be converted for storage. It is not clear from the information provided whether these buildings to be converted are suitable to support bat roosts.

The Conservation (Natural Habitats, &c.) Regulations 1994 state that Local Authorities in the exercise of their functions are obliged to have regard to the requirements of the Habitats Directive. In this respect English Nature guidelines and the draft Government circular supporting PPS9 state that proposals affecting European protected species need to pass three tests before they are approved by the planning authority. These are that: . the development is of overriding public interest.

- . there is no satisfactory alternative;
- . populations of the species concerned will be maintained at a favourable conservation status.

The applicant will need to provide (a) method statement(s) before the application is determined, detailing how the population of great crested newts (and bats if roosts are present) can be maintained in a favourable conservation status during and after the development, which should include a programme of monitoring. If the above tests can be met and Fylde Borough Council is minded to approve the application, this method statement should form the basis of a planning condition. Fylde Borough Council should consult English Nature before determining the application and the developer may require a DEFRA licence before the development can proceed.

I have serious reservations with regard to the management proposals for newts in the Supporting Statement and the proposed site layout. The management proposals include the aim of improving the site for newts through measures including: enhancing linkages between terrestrial habitats and improving breeding habitats of all ponds. However, from the proposed site layout it appears that linkages between terrestrial habitats may be disrupted rather than enhanced (e.g. wider gaps in existing hedgerows). Further, the proposed tree planting to the south of ponds 1 and ponds 2, and to the south-east of pond 3, are actually likely to make these ponds less suitable for newts as great crested newts tend to prefer ponds that are unshaded on the southern side.

Although the management proposals state that the area around pond 4 (known to support great crested newts) is to be avoided and a buffer established, from the proposed site layout it appears that some of the golf course features are in close proximity to this pond. The layout of holes 3 and 4 appear somewhat cramped and it seems likely that golfers leaving the third green will have to pass extremely close to pond 4 to avoid golfers on the fourth tee and fairway. The layout is therefore not appropriate and does not factor in the known ecological requirements.

If Fylde Borough Council believe that these proposals pass the first two tests then, although by rights to apply the third test there should be an assessment of the population status of great crested newts, it is my opinion that the population probably can be maintained at a favourable conservation status but this will Habitat Fragmentation/Isolation One of the aims listed in the Supporting Statement is 'enhancing linkages between terrestrial habitats'. However, if hedgerows, or lengths of hedgerows are to be removed, then habitat connectivity is likely to be reduced. Maintaining and enhancing habitat connectivity within the application area and the wider landscape needs to be addressed in the overall design of the development.

Landscaping/restoration

I see from the proposed site layout that several areas of tree planting, and conservation areas, have been included in the site design. Landscaping and mitigation schemes should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans, and should comprise only native plant communities appropriate to the natural area. I recommend that the communities to be created should be specified in terms of National Vegetation Classification (NVC) community types. The site design should also incorporate adequate mitigation for the proposed loss of hedgerows (and associated habitat connectivity).

Aftercare/long-term management

The successful establishment of habitats and recognised plant communities that contribute to Biodiversity Action Plan targets will depend on suitable establishment methods as well as appropriate aftercare and long term management. Therefore, in terms of the natural assets that are being retained or recreated as either mitigation and/or compensation, these should be covered by planning conditions and long-term obligations to ensure their maintenance and enhancement.

County Planning Officer

Thank you for your letter dated 15 July 2005 requesting strategic planning observations on the above planning application.

My comments are based on the adopted Joint Lancashire Structure Plan 2001-2016 (JLSP).

The Director of Strategic Planning and Transport considers that the application does not provide sufficient detail to fully evaluate the proposed development at this point in time. Further information should be obtained concerning ecological and archaeological matters to enable an opinion to be reached.

Policy 5 of the JLSP 'Development Outside of Principal Urban Areas, Main Towns and Key Service Centres (Market Towns)' is relevant to this application. Policy 5 supports farm diversification. The proposed use as a golf course and a bowling green is considered to be a suitable form of diversification. The site appears to offer reasonable accessibility by public transport (about 325m from the nearest bus stop in Staining).

Policy 21 of the JLSP aims to conserve and where appropriate enhance sites, areas and features of heritage importance. These include Protected Species, Sites of Archaeological Interest, Important Hedgerows and the Best and Most Versatile Agricultural Land. The precise agricultural grade of the land is unclear from the information supplied, although I note that the Supporting Statement (July 2005) states that DEFRA would be 'very unlikely to raise an objection'.

Ecology

I understand that your Council have requested detailed ecology advice on this application, and that the Specialist Advisory Services group within Lancashire County Council will respond directly to you in due course.

Landscape

The site lies within the Mosslands landscape character type and adjacent to the Coastal Plain identified under Policy 20 of the JLSP. The proposed clubhouse building, constructed of brick with slate-effect steel roof, is in general appropriate to the locality. Details of the existing farm buildings to be demolished are not given, but they appear to be modern steel/concrete barns. Their loss would not be detrimental. The club house is located on part of the footprint of an existing barn and both building and car park are closely associated with the existing farm complex and appropriately sited. The car park materials are not indicated. The minor re-grading to create tees and greens would not have a significant impact on the gently undulating landscape.

The site benefits from existing hedgerows along the boundaries, 2 blocks of woodland and mature trees and other planting associated with Dover Lodge. This, combined with the location of car park and building close to the existing farm, reduces the visual impact to viewers from the local lanes and public footpath to the north. Some increased impact will result from the removal of a hedgerow and some existing trees at the new entrance and access road (not shown on the plans).

The land appears to be improved pasture, although no indication is given on the nature of the grassland. The introduction of tees, greens and fairways would have minimal impact and the creation of roughs has potential wildlife benefits. The retention of existing ponds, woodlands and some hedgerows is welcomed, however, some hedgerow sections shown appear to be lost through the development: alongside/crossing fairway 9, crossing fairways 1, 2, 3, 5 & 8. This would result in further fragmentation of these features and field pattern. Preferably hedgerows should be retained within an altered design, or alternatively further sections gapped up/created to compensate for the

loss. There is potential to plant replacement hedgerow sections to the south of green/fairway 9 and along the track west of tee/fairway 3, and to gap up/plant hedgerow trees along the hedge south of green 5 and plant trees along the hedge south of fairway 9. Whilst some additional woodland blocks are welcomed, there would be considerable areas of woodland many of which would be linear and would draw attention to the site rather than blend it seamlessly into the surrounding landscape. Some reduction in the linear belts would be preferred to limit this effect. Groups of native trees to north and south of the car park would be preferable to aid screening, rather than individual small specimens within the car park itself. Planting should be of predominantly native species. Trees should not be planted closely to ponds on the south side, as excessive shading could result when they mature. A buffer area of grassland should be incorporated. The species recommended by the FWAG adviser would be acceptable and consideration could also be given to the creation of wet/carr woodland. The creation of further ponds/scrapes and areas of lowland meadow suggested by FWAG would be welcomed.

The proposals in the Supporting Statement are generally welcomed and proposals such as buffer areas of terrestrial habitats adjacent to ponds, enhancing links between habitats, creating new ponds/scrapes, gapping up of hedges and leaving uncut grassland strips along field boundaries should provide landscape enhancements. A long-term management plan for the site which is subject to a condition or a Section 106 agreement is welcomed. The proposals for three conservation areas as lowland meadow and woodland are also welcomed and it is recommended that under storey shrub species are included in the woodland mix.

Landscape Recommendations

The building should preferably be constructed in red brick, car park and access track surfacing of crushed stone appropriate to the locality. Details of any hedgerows to be removed at the access and within the fairways should be indicated and replacements provided or alterations to the design to allow retention. Indication of any existing trees to be lost along the access road should be included. Some reduction in the area of woodland to create blocks rather than linear features is recommended, along with groups of trees near the car park and no planting close to ponds. The advice of FWAG should be followed in respect of the woodland species and conservation areas. Provided these recommendations are incorporated, the proposals would be acceptable in landscape terms. Please contact Olwen- Todd Jones (LCC Specialist Advisory Services 01772 523135) for more details regarding landscape matters.

Archaeology

There is no assessment of the impact of this proposal on archaeological remains or features, and the historical development of the landscape is not mentioned in the application. The impact of the proposals will depend upon (i) the presence of features or remains and (ii) the actual level of disturbance proposed. As the application has not provided an archaeological assessment of the site or any details of the construction of the greens, tees, fairways, etc. (including any drainage and/or reseeded) it is not possible to make an informed judgement.

A rapid appraisal of the site using information in the Lancashire Sites and Monuments Record (SMR) indicates that there is some potential for the presence of prehistoric and later material and that most of the holding was not assessed (no access or pastoral use) during the North West Wetlands Survey (NWWS - see Middleton H et al, 1995 *The Wetlands of North Lancashire* pp.85-108) which is the only survey known to have been undertaken here.

The SMR records include a NWWS flint site just to the north of the holding, perhaps part of a wider scatter of material found in the area north of the Main Dyke, and a small peat basin on the northern boundary of the holding. It is interesting to note that this basin has been recently drained on the 2000 aerial photograph. The SMR also includes part of the line of the supposed Roman Road from the fort at Kirkham curving to the north towards the River Wyre at Skippool. This road is shown on the OS

first edition 1:10,560 mapping as an earthwork each side of the Main Dyke, but this is not shown on modern maps nor has more recent research (including the NWWs) found significant remains and must be regarded as 'unproven'. A single Roman coin is recorded from Chain Lane and suggests some activity but the presence of settlement cannot be confirmed. The Main Dyke, which forms the southern boundary of the holding, was created in 1731 to aid the reclamation of Marton Mere and then extended west in 1841. Its course here was formerly a natural channel in the boulder day, probably with a glacial origin, and thus with some potential for the preservation of prehistoric material. The fields hereabout are classified by the Lancashire Historic Landscape Characterisation as being of post medieval or modern dates, although the general area is likely to have been farmed since late medieval times. Most field boundaries within the holding are shown on the OS first edition 1:10,560 map of 1847 (Lancashire Sheet 51), but other boundaries (and ponds) shown on that map have since been lost. At least one of the two buildings proposed for demolition also appear on the 1st Edition OS Survey and may therefore be considered of historical interest and merit recording. The site should be subject to a formal archaeological assessment, including a desk-based assessment, a walk-over survey and assessment of the buildings to be demolished, as well as a metal-detector survey prior to a planning decision being reached, so that an informed judgement can be reached (PPG16, paragraph 23) and an appropriate scheme of mitigation put in place if necessary. This approach has been used successfully in the past (e.g. application 5/03/0329 Change of use of land to golf course and driving range, land to the south of Mythop Road, Weeton).

If your Council are not minded to follow this recommendation then, as a second- best option, they could impose an archaeological condition on the application, which would require that an evaluation be undertaken and a scheme of mitigation put in place before any part of the development commences.

Condition: No development shall take place until the applicant, or their agent or successors In title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

Note: This site is of archaeological importance. A programme of archaeological works that will include evaluation and any subsequent excavation and recording deemed necessary shall be carried out as part of the development programme. Specifications and a list of archaeological contractors for appropriate archaeological works can be obtained from the Lancashire Archaeology Service.

Government Officer for The North West

I refer to your letter of 15 July 2005 consulting the Department for Environment, Food & Rural Affairs (Defra) in accordance with Article 10(1) of the Town and Country Planning (General Development Procedure) Order 1995 about the above proposal. This response is being made by the Government Office for the North West, Food and Rural Policy Team on behalf of Defra.

This proposal has been considered in the light of Government policy for the protection of agricultural land as set out in paragraphs 28 and 29 of PPS 7. I am writing on behalf of Defra to advise that we have no objection to the proposal.

Observations of Other Interested Parties

CPRE

We wish to object to this development application. Firstly, we note that the access is via narrow busy roads and a quiet, narrow lane which is also a public right of way for pedestrians. This is not a suitable access route for a busy commercial enterprise and it would completely spoil the lane for the local people who walk along it. In this respect we consider the development conflicts with Policy SPS

Sections 3,7,8,9 & 10.

We also note that this site is within a mile of a similar golf course, on Mythop Road, and is close to other golf courses in the area. It is, therefore, in this respect also in conflict with Policy SPS17. We hope you will consider our comments and recommend refusal of this application.

Neighbour Observations

One letter of objection on the grounds of increase in traffic, and one application in support of the application on the grounds that the facilities will be advantageous to all villagers.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:
SP2, TREC 10

Other Relevant Policy:
PPS1
PPS7

Environmental Impact Assessment

The development is of a type listed within Schedule II of the Town and Country Planning (Control of Environmental impact) (England and Wales) Regulations 1999. Officers have screened the development for any potential environmental impact and concluded that the application need not be accompanied by a formal Environmental Statement.

Comment and Analysis

The main issue is whether the uses are appropriate for the countryside, whether they have any detrimental impact on both the character of the countryside and other properties within the vicinity, and whether there are any other material considerations relevant to the proposal.

The site is situated within the countryside, of which PPS7 and Policy TREC 10 of the local plan allow for diversification and recreational facilities. Policy TREC 10 goes on to say that rural recreational purposes in the countryside areas will be permitted provided that they do not prejudice agricultural, nature conservation and other environmental interests, or conflict with the quiet enjoyment of other recreational users of the countryside.

A golf course and bowling green is an appropriate form of rural recreation, and whilst located in the defined countryside, is in very close proximity to the village of Staining. As such, perspective users of the facilities, could conveniently walk to the facility.

A club house is proposed towards the frontage of the site on Chain Lane which would measure 20.5m by 12.4m and is single storey with a pitched roof. The building would contain a small function/lounge area, bar, kitchen, toilets, office and a small shop. These are all facilities which one would expect to see at such a recreational enterprise. The building would be situated on the footprint of an existing barn, which would be demolished along with other redundant buildings. The proposal would, therefore, have no greater impact on the open nature of the countryside. Car parking is proposed within the site and would be planted up to reduce its impact.

The bowling green would be 35m by 35m and would be adjacent to the club house. A number of

existing redundant buildings are to be removed as part of this proposal, which ultimately, reduces the number of buildings on site.

In relation to highway matters, the highway authority have no objections to the facility, subject to parking, visibility etc. During the course of the application, the Parish Council made observations with regards to street lighting. Having put the issue to the applicant and in consultation with the Highways officer, it was agreed that street lighting would be provided at the applicant's cost, to improve facilities between the site and the village. Whilst this isn't necessarily supportive by officers, due to the urbanising effect within the countryside, should Members wish to support this issue, it could be secured by a Section 278 Agreement.

One of the main issues in relation to the proposal has been the ecological issues which have been raised by the ecologist officer at Lancashire County Council. A full ecological survey was carried out by the applicant and addressed by LCC. The ecological officer has suggested certain amendments to the application. These amendments have been made and should address the main concerns. At the time of writing this report, the Ecological officer's final written comments have not been received, but these will be reported at the Committee meeting.

The archaeological issues have been dealt with by imposing a condition requiring a archaeological survey to be carried out prior to the commencement of development. This is considered an appropriate method of dealing with this issue as the nature of the proposal will allow for minor alterations to be made to the layout of the course should any significant finds be made.

Conclusions

The proposal complies with relevant national and local plan policies, does not detract from the character of the area and complies with all other development control matters. As such, the application is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions.

1. The development hereby permitted must be begun not later than the expiration of 3 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. Full details in respect of the materials to be used on the external elevations shall be submitted to and approved by the Local Planning Authority no later than 14 days prior to commencement of operations and thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

In the interest of securing a satisfactory overall standard of development, given its countryside location.

3. The existing access off Chain Lane, shall be permanently close off and reinstated in accordance with the Lancashire County Council Specification for Construction of Estate

Rods concurrent with the formation of the new access.

To limit the number of access points to and to maintain the proper construction of the highway.

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

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

5. The car parking area as indicated on the approved plan shall be constructed, drained, surfaced and laid out to the satisfaction of the Local Planning Authority concurrently with the remainder of the development and shall be made available for use prior to the golf course and bowling green first being brought into use, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purpose of car parking for staff and patrons of the golf course and associated amenity building.

To provide a satisfactory standard of off-street parking.

6. The golf course and/or bowling green shall not become operational, nor shall the amenity building become occupied or functional until the means of vehicular access has been constructed in accordance with the approved plans.

To secure a satisfactory standard of development and in the interests of highway safety.

7. The golf course and/or the bowling green shall not become operational, nor shall the building become occupied or functional until the highway improvements identified on drawing number C2029 L02, have been carried out to the satisfaction of the Local Planning Authority.

To secure a satisfactory standard of development and in the interests of highway safety.

8. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

This site is of archaeological importance. A programme of archaeological works that will include evaluation and any subsequent excavation and recording deemed necessary shall be carried out as part of the development programme. Specifications and a list of archaeological contractors for appropriate archaeological works can be obtained from the Lancashire Archaeology Service.

9. The amenity building shall not become operational until the golf course and/or the bowling green become fully operational and open for trading.

The LPA would not be willing to grant planning permission for such a building without the benefit of an operational golf course and/or bowling green.

10. The amenity building hereby approved shall be operated as part of the overall scheme consisting of the golf course and/or bowling green and it shall not be sold off or sub-let as an independent operation.

To retain control of the operation of both of the enterprises.

11. Full details in respect of the landscaping shall be carried out and preserved in accordance with a scheme and programme, which shall be submitted to and approved by the Local Planning Authority before any development is commenced. Specific details shall include finished levels; means of enclosures, land surfacing materials as applicable. Soft landscape shall include plans and written specifications noting species, plant size, number and densities and an implementation programme. The scheme and programme shall thereafter be varied only in accordance with proposals submitted to and approved by the Local Planning Authority and such variations shall be deemed to be incorporated in the approved scheme and programme. The approved landscaping scheme shall be implemented entirely to the satisfaction of the Local Planning Authority concurrently with the building/engineering works on site, in a timetable of planting to be agreed in writing with the Authority.

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

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

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

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

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

14. Full details in respect of the fencing materials and finish to be used within the development shall be submitted to and approved by the Local Planning Authority no later than 14 days prior to commencement of operations and thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

In the interest of securing a satisfactory overall standard of development, given its countryside location.

15. Notwithstanding the provision of Schedule 2, Part 2, Class A of the Town and Country Planning General Permitted Development Order 1995 (or any new Order subsequently superseding that Order), no fences, walls or other means of enclosure shall be erected upon the site without the prior formal consent of the Local Planning Authority.

In the interests of visual amenity given its countryside location.

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

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

17. The approved retail use of the associated building shall only take place within the area hatched red on the approved plan, and shall relate purely to the use of the land and/or buildings in association with the storage, display and sale of golf equipment and bowling equipment and for no other purposes including uses defined within Class A1 and B8 of the Town and Country Planning (Use Classes) Order 1987 or any new Order revising or revoking that Order.

To enable the Local Planning Authority to retain control over the size of area allocated for retail use, together with the extent of retailing, in what is a countryside location outside existing retail centres.

18. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been submitted to and approved in writing by the LPA. Such a scheme shall be constructed and completed in accordance with the approved plans.

To ensure a satisfactory means of drainage.

19. The golf course shall be constructed in strict accordance with the details shown on the approved plan drawing title 'Site Sections'.

To ensure a satisfactory standard of development without undue detriment to the character of this countryside location.

20. The golf course and bowling green shall not become operational until the works required under the Section 278 Agreement in relation to the provision of street lighting, is carried out to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.

As required by the proposal and to secure a satisfactory standard of development.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

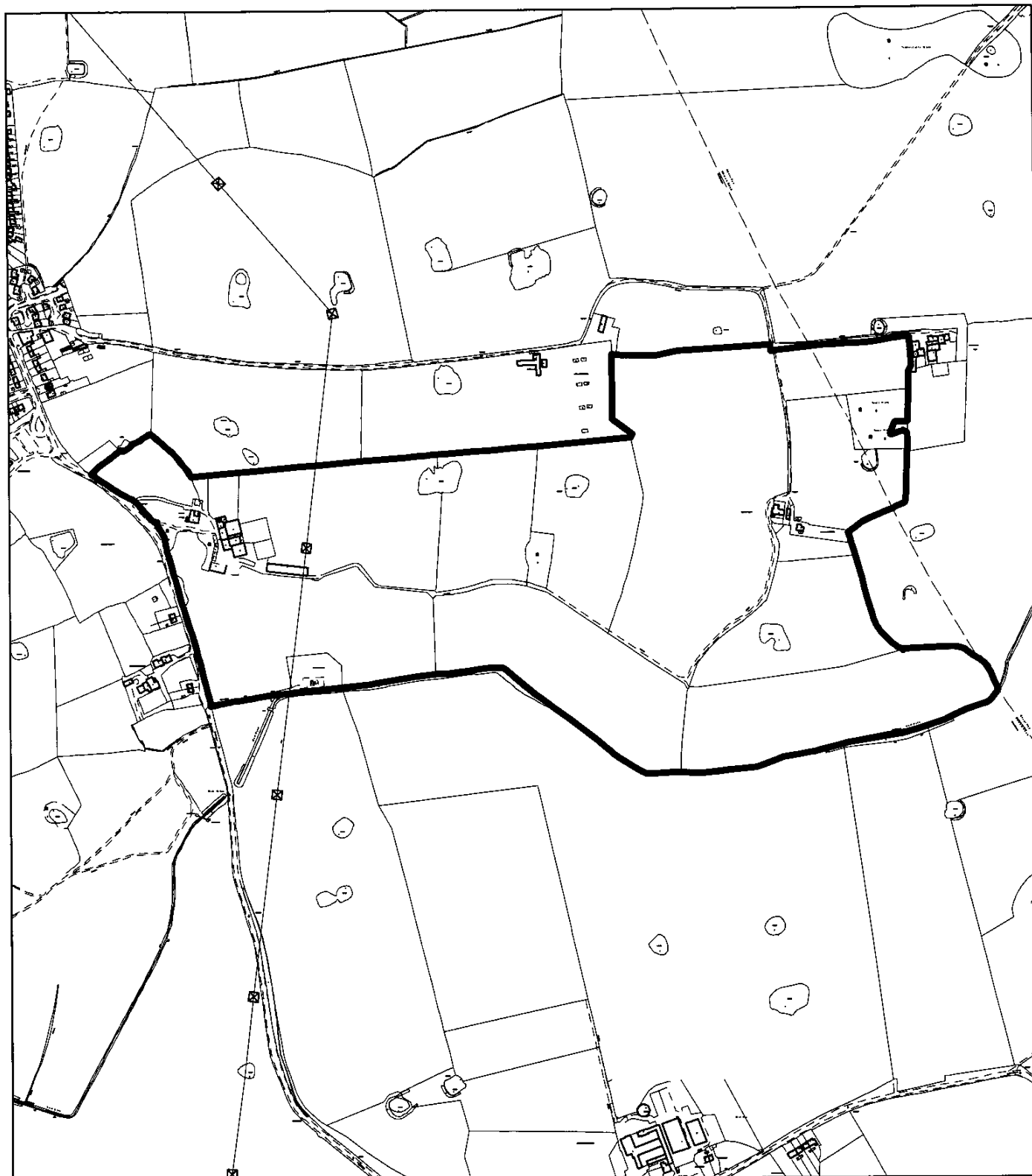
and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: SP2, TREC 10

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1, PPS7



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

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Application No.

5/05/0683

Address

Dover Lodge
Chain Lane, Staining

Grid Ref.

E.3359 : N.4357

Scale

1:8000

Item No.

1

Item Number: 2

| | | | |
|---------------------------------------|---|--|---------------|
| Application Reference: 05/0769 | | Type of Application: Full Planning Permission | |
| Applicant: | Ann Pratt | Agent : | Robert Newman |
| Location: | 205 CLIFTON DRIVE SOUTH, ST ANNES, LYTHAM ST ANNES, FY8 1 | | |
| Proposal: | CHANGE OF USE OF GARAGE TO HOLIDAY ACCOMMODATION, NEW VEHICULAR ACCESS TO CLIFTON DRIVE SOUTH, NEW GATES AND ALTERATIONS TO DRIVE. ERECTION OF GARAGE TO SIDE OF DWELLING | | |
| Parish: | Heyhouses | Area Team: | Area Team 2 |
| Weeks on Hand: | 6 | Case Officer: | Mrs J Cary |
| Reason for Delay: | N/A | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The main issue is whether the proposal meets the requirements of TREC 2 of the local plan and whether there are any other issues with regards to the erection of a new garage and vehicular access. The application is considered to meet the requirements of the above and is recommended for approval.

Reason for Reporting to Committee

The application is on the agenda at the request of Councillor Eastham.

Site Description and Location

The property is a detached dwelling located on the corner of Clifton Drive South and Sandringham Road. The property has an attached garage located on Sandringham Road with vehicular access serving it.

Details of Proposal

The application proposes the conversion of an attached garage associated with the property no. 205 Clifton Drive South, St Annes, to a holiday unit, together with the erection of a new garage to be accessed from Clifton Drive South. The new garage would be attached to the side of the dwelling measuring 2.7m by 6.2m.

Relevant Planning History

| Application | Development | Decision | Date |
|--------------------|--|-----------------|-------------|
| 04/0928 | DORMER TO SIDE AND REAR ELEVATION& CONSERVATORY TO SIDE ELEVATION | Granted | 08/11/2004 |

Parish Council Observations

St Annes on the Sea Parish Council

The Council wish to make the observations recorded as follows:

The Parish Council is concerned the change of use of the garage to holiday accommodation, may at a later date, be sold as a separate house, especially with new access. Members feel a condition should be place don this application, if passed, that the building should remain under the control of the main householder.

Statutory Consultees

County Highway Authority

No objections

Observations of Other Interested Parties

None.

Neighbour Observations

5 letters of objection received, together with a letter from an agent on behalf of 203, 207, Clifton Drive South, 2 and 12 Sandringham Road, and a petition signed by 30 signatories. Object on the following grounds:

1. out of keeping with the area
2. outside the holiday areas
3. not close to amenities and shops
4. noise
5. increase in traffic

Relevant Planning Policy

Lancashire Structure Plan:
Policy 2

Fylde Borough Local Plan:
SP1, TREC 2

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPG21 - Tourism

Environmental Impact Assessment

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

Comment and Analysis

Policy TREC 2 of the Fylde Borough Local Plan allows for the development of new hotels, guest houses, holiday flats and extension of existing facilities in the defined secondary holiday areas. This site is outside of the defined secondary holiday area, however, TREC 2 continues to state that ***'within Lytham St Annes but outside the defined holiday areas, the development of holiday accommodation will be permitted providing that, scale, siting and design, are taken into account and it is in keeping with the character of the area and does not significantly prejudice residential amenity'***.

The garage the subject of the conversion is attached to the main dwelling, and is located adjacent to the dwelling on Sandringham Road. The holiday unit would be approximately 7m from the boundary with the adjacent residential property which has a drive adjacent to it. The existing vehicular access would serve the holiday unit, with parking and amenity area located on the frontage, which is currently garden area serving the dwelling. A new vehicular access would be proposed on Sandringham Road nearer to Clifton Drive, together with a further access point off Clifton Drive South. The County Highway Authority raise no objections to the use, nor the new access points.

In terms of potential impact on neighbouring properties, the proposed holiday unit would be approximately 7m from the adjacent dwelling, which has its driveway between the dwelling and the holiday unit. As such there would be a 'buffer' of around 10m between the holiday unit and the adjacent dwelling. The adjacent dwelling has its kitchen and dining room facing the side elevation. In the circumstances therefore, the proposed use as a holiday unit would not give rise to significant levels of activity so as to harm the amenities of the adjacent residential properties. The access is already in situ and is currently the only vehicular access serving the site and therefore, activity is already present, even without an intervening use. In terms of the amenity space, this is fairly limited and given the size of the proposed holiday unit, being one bedroomed, the amount of activity is expected to be limited, as it will generally be governed by the size of the unit.

PPG21 in relation to tourism states that it is the Government's policy that the tourism industry should flourish in response to the market, whilst respecting the environment which attracts visitors. Trends in tourism are constantly changing as new types of activity, and attractions and new destinations become popular. The planning system should therefore facilitate and encourage development and improvement in tourist provision, while tackling any adverse effects of existing tourism attractions and activity in a constructive and positive manner. Paragraph 4 of Annex A states that in residential areas, a boarding house or small residential hotel may be acceptable, but each case should be considered on its merits in the light of development plan policies and other material considerations.

In relation to the new garage, this is small and flat roofed and would not impact upon the adjacent property. The new access points are acceptable subject to the dropping of the kerbs.

Conclusions

Given the size of the unit proposed, ie, one bedroomed, it is not considered that such a use would give rise to a significant loss of amenity to nearby residential properties, over and above that which exists at present. Subject to the use being 'tied' to the main dwelling and subject to it being only used as a holiday let, the application is considered acceptable, complies with national and local plan policy and is therefore, recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 3 years commencing upon the date of this permission, and where applicable should be undertaken

in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. The unit of accommodation hereby permitted shall be used for holiday accommodation only and shall not be let to or occupied by any person or group of persons for a continuous period of longer than 28 days in any one year and shall under no circumstances be used as permanent living accommodation.

The use as a permanent unit of accommodation would fail to comply with Policy HL1 of the Fylde Borough Local Plan and would require further consideration by the Local Planning Authority.

3. The holiday unit hereby approved shall be operated in conjunction with the property 205 Clifton Drive South, within the application site, and shall not be sold or sublet as a separate unit of accommodation.

To safeguard the amenities of adjacent residential properties.

4. Prior to the holiday unit hereby approved first being brought into use, provision shall be made within the site curtilage for the parking of 2 off-street vehicles to serve the main dwelling, no. 205 Clifton Drive South, St Annes. The parking spaces shall thereafter be retained in their approved form.

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

5. The materials of construction and/or finish in respect of the alterations and the new garage hereby approved shall match those of the existing building entirely to the satisfaction of the Local Planning Authority.

To ensure visual harmony in respect of the overall development.

6. Prior to the garage hereby approved first being brought into use, provision shall be made within the site curtilage for the vehicles to manoeuvre to enable vehicles to enter and leave the site in a forward manner. The turning area shall thereafter be retained in its approved form.

In order to ensure that vehicles can enter and leave the site in a forward gear.

REASON FOR APPROVAL

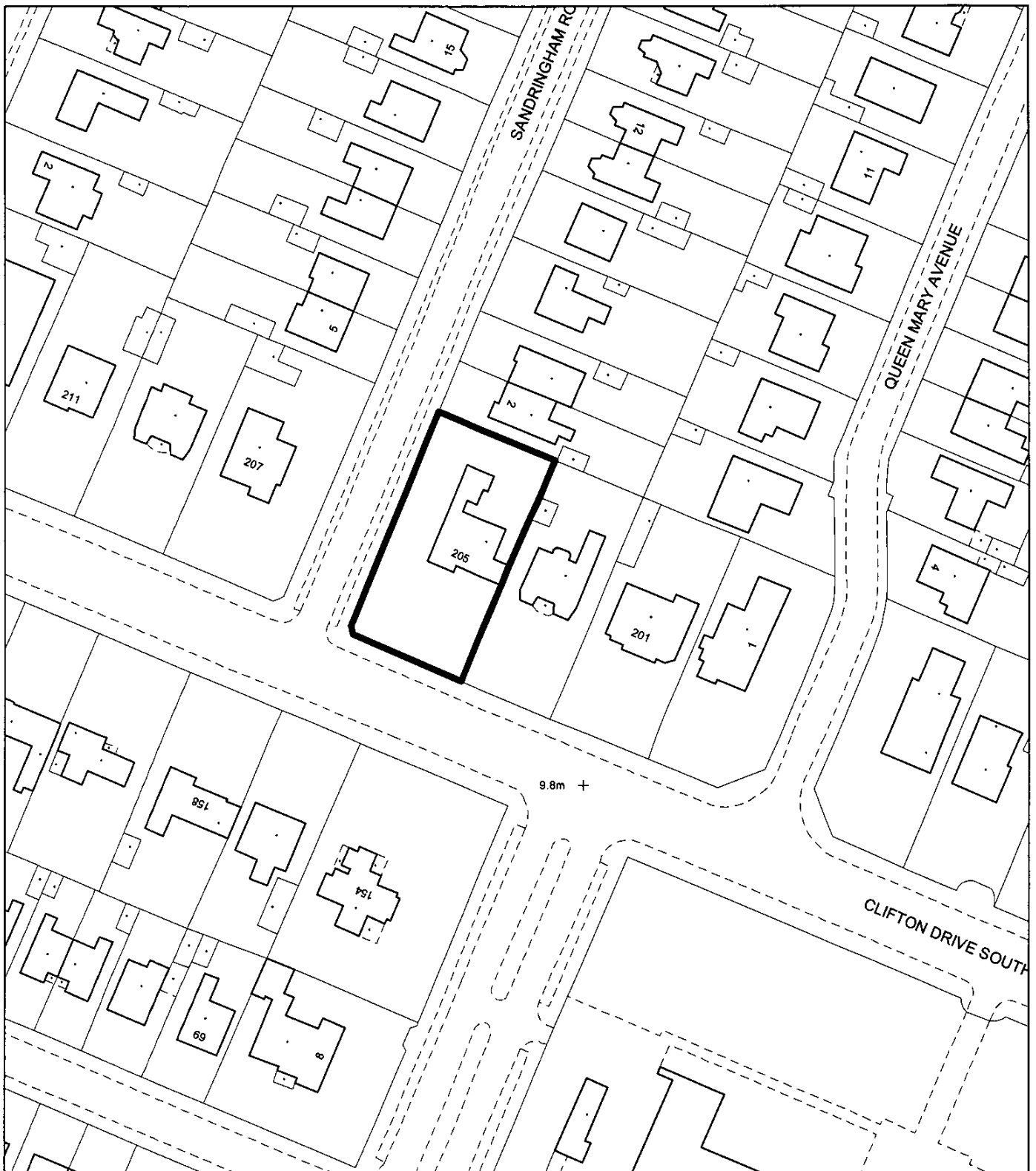
The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

This decision has been made having regard to:
the policies contained within the adopted Development Plan which
comprises of the:
The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: Policy SP1, TREC 2
Joint Lancashire Structure Plan: Policy 1
PPG's/PPS's: PPS, PPG21



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

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Application No.

5/05/0769

Address

205 Clifton Drive South
 St Annes

Grid Ref.

E.3333 : N.4280

Scale

N.T.S.

Item No.

2

Item Number: 3

| | | | |
|---------------------------------------|--|--|-------------------------|
| Application Reference: 05/0795 | | Type of Application: Full Planning Permission | |
| Applicant: | Mr K Ball | Agent : | Croft Goode Partnership |
| Location: | GORST FARM, LODGE LANE, ELSWICK, PRESTON | | |
| Proposal: | CHANGE OF USE FROM REDUNDANT AGRICULTURAL BUILDING TO WOOD FUELLED RENEWABLE ENERGY PLANT. | | |
| Parish: | Elswick | Area Team: | Area Team 2 |
| Weeks on Hand: | 10 | Case Officer: | Mrs J Cary |
| Reason for Delay: | Awaiting further details in regard to processing of timber prior to combustion. | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application meets the Policy requirements in relation to Policies SP2, SP5, SP8, SP9 of the Local Plan, and would not result in a detriment to the residential amenities of nearby residential properties and is therefore considered acceptable. It is recommended that Members approve the application.

Reason for Reporting to Committee

Due to the large number of neighbour objections received, and the officer's recommendation of approval is contrary to the Parish Council's recommendation.

Site Description and Location

The site is Gorst Farm, Lodge Lane, Elswick. Access would be gained from Lodge Lane, into the rear of the site. The site is outside the limits of development and in the defined countryside area.

Details of Proposal

The application proposes the change of use of existing farm buildings, to facilitate a wood fuelled renewable energy plant. Timber would be brought onto the farm and burnt in an enclosed building, and the energy generated, sold to the 'national grid'.

The applicant has submitted information with regards to how the enterprise would operate. It is appended to this report for information. However, in simplistic terms, the timber would come from a local supplier in chipped form, which is then fed by conveyor into a processing unit, which thermally breaks down the wood into a lean composite gas. The gas is extracted and used to generate electricity. This cycle is carbon neutral, in that the growing wood has consumed from the atmosphere equal, or more, carbon dioxide in growing that it releases during the energy generation process. Approximately 97% of the input wood is converted to gas, the remaining <3% is converted to an inert

char/ash that can be used as a slow release fertiliser, or other industrial processes. The electrical energy generated is exported to the local grid and is purchased by green energy trading companies. Some of the thermal head produced is utilised in drying the wood.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|--|------------------------|-------------|
| 04/0241 | PROPOSED NEW ACCESS | Withdrawn by Applicant | 12/08/2004 |
| 04/1195 | RESUBMISSION OF APPLICATION 04/241 FOR NEW ACCESS. | Granted | 17/01/2005 |
| 90/0063 | REINFORCED CONCRETE SLURRY STORE | Granted | 28/03/1990 |
| 97/0661 | EXTENSION TO EXISTING AGRICULTURAL BUILDING | Granted | 05/11/1997 |

Parish Council Observations

Elswick Parish Council

Object to the application.

Members of Elswick Parish Council UNANIMOUSLY RECOMMEND REFUSAL and ask for the following observations to be considered in reaching this decision.

1. There is an immediate environmental concern because the proposed development is in a rural area immediately adjacent to residential properties.
2. Concern about noise levels &om its operation.
3. Increased traffic density and especially the impact of heavy lorry convoys supplying the plant and their effect upon the roads in the village of Elswick.
4. Access difficulties to the site for HGV's.
5. Pollution levels?
6. Safety hazards - there have been explosions of such plants elsewhere.
7. There are too many unanswered long term questions which need addressing!

We request that this application is not delegated to Officers decision for approval but either rejected at his stage or sent to committee for consideration thus allowing wider consultation and discussion.

Please note that this is now an emotive issue in the village and seven (7) nearby residents attended the monthly council meeting to express their concerns to the elected members. The Community Beat Manager (POLICE) also waived his first slot on the agenda to listen to the item with special interest to the heavy lorry/traffic dimension on rural access roads.

I await your earliest convenient reply,

Statutory Consultees

County Highway Authority – (observations on original plans.)

The internal highway layout is insufficient to support an operation, which utilises vehicles of the size shown. These vehicles have no turning facility and will be forced to reverse onto Lodge Lane.

There is land available to provide a turning area and I would need to see details. For example if the water tank is below ground level there may be scope for a turning circle I this area. Alternatively land to the east of the buildings could be made available to turn the vehicles around.

If the applicant sends amended drawings I will reconsider my comments.

Officer note: the original plans showed the siting of a pantecnic servicing the site, and the highway's authority's' comments are based upon this. Having addressed this issue, the applicant has confirmed that they only intend to use a tractor and trailer to service the site and on that basis, have sufficient space for turning facilities. The highway authority responded on the basis that whilst this area would be sufficient to service a tractor and trailer, no condition could control the size of vehicles delivering to the premises. As such, amended plans have now been received showing sufficient turning area of which the highway authority have stated that **the revisions are acceptable.**

Consumer Wellbeing and Protection

Following the submission of additional information relating to the processing of timber prior combustion, there are no objections to the proposal.

Observations of Other Interested Parties

None.

Neighbour Observations

32 letters of objection have been received in relation to the proposal. The majority are an identical standard letter, but signed by separate individuals, and some individual letters are repeated. The objections can be summarised as follows:

1. High levels of noise from machinery
2. Fumes and pollution
3. Increase in heavy traffic on unsuitable roads
4. Should not be in redundant farm buildings near family houses
5. Drainage problems
6. Not appropriate in countryside area
7. Detrimental to visual amenity
8. Storage of gas on site

Relevant Planning Policy

Lancashire Structure Plan:

Policy 5,
Policy 25

Fylde Borough Local Plan:

Policies SP2, SP5, SP8, SP9

Other Relevant Policy:

PPS1: Delivering Sustainable Development
PPS7: Sustainable Development in Rural Areas
PPG22: Renewable Energy

Environmental Impact Assessment

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

Comment and Analysis

In terms of the policy context, Policy SP5 of the Fylde Borough Local Plan permits the use of rural buildings to alternative business uses, subject to certain criteria being met. The main building which

is to house the plant is an existing building measuring 10m by 15m. The smaller building would house the generator and fuel hopper, with an open wood storage bay adjacent. The proposal meets the requirements of Policy SP5.

Policy SP8 allows for the reasonable expansion of existing businesses and commercial operations, again, provided that certain criteria are met. Criteria 1, requires that the development in general terms would have no significant harmful impact on the character, appearance or nature conservation value of the countryside. The operation will take place in an enclosed, existing building and would not therefore impact upon the character or appearance or nature conservation value of the countryside. Criteria 2 requires that the development would not represent a major increase in the developed portion of the site, which it doesn't, given that it is within the confines of existing built development. Criteria 3 requires that the height of any proposed buildings would not exceed the height of existing buildings in the vicinity of the proposed development. There are no proposed buildings as part of the application, merely, utilising existing buildings and structures. Finally, Criteria 4 requires that within sites contained land of open character, the development lies within the developed part of the site. Again, the proposal complies with this.

Policy SP9 relates to the diversification of the rural economy and allows for small-scale industrial and commercial enterprises involving the construction of new buildings, will be permitted, again, subject to criteria being met. On farms, the proposed use must be ancillary to the main farming enterprise, or has a special affinity with the countryside and in any case is appropriate to a farm location. The proposal is to be ancillary to the main farming enterprise, and it is the applicants intention to grow the coppice on the farm at a later date, therefore, falling within the definition of agriculture. Again, the proposal is contained within the confines of existing built development, would provide for adequate vehicular access, parking etc, and would not adversely affect the amenities of nearby residents or prejudice the character of existing buildings or the surrounding area.

National planning guidance in the form of PPG22 'Renewable Energy', states that the Government's general aims in respect of energy-generating installations, are to 'ensure that society's needs for energy are satisfied, consistent with protecting the local and global environment....' It also goes on to state that renewable energy sources can provide significant benefits for the rural economy and particularly energy from waste combustion is particularly beneficial as most of the energy in the waste can be put to good use and the improvement in energy efficiency leads to a corresponding reduction in emissions.

A large number of objections have been received from neighbouring properties on the grounds that it is inappropriate in a countryside area, however, given that the proposal is to utilise existing agricultural buildings, there would be no appreciable, visual difference from how the buildings appear now. With regards to vehicular movements, the amount of waste produced will obviously depend upon the size of the buildings utilised. It is not considered therefore, that there would be a significant increase in vehicular movements as a result of the proposal, given that there would have been a fairly large number of vehicular movements should the site be used for its full potential for agricultural purposes. Issues such as fumes, pollution and noise, this is covered under Part I of the Environmental Protection Act 1990, which introduced new powers to control pollution from processes in respect of the burning of waste for power generation. Any potential problems would therefore be addressed under this legislation.

Conclusions

It is your officers opinion that the application as proposed is an appropriate form of development in a countryside area. It utilises existing agricultural buildings, it provides a diversification of the farming enterprise and also provides for a small scale commercial enterprise in this rural area. In addition, Government Policy is to encourage renewable energy project, thereby reducing the potential greenhouse emissions, provided that there is no detrimental impact on neighbouring properties or on the wider countryside area. The application is therefore, recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 5 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. Prior to the use hereby approved first becoming operational, the internal access road and turning area as shown on the approved plans, shall be laid out in accordance with the approved plans. It shall thereafter be retained in its approved form, for the duration of the operation of the hereby approved use.

To ensure that vehicles enter and leave the site in forward gear.

3. Prior to the commencement of development, full details of the flue shall be submitted to and approved by the Local Planning Authority. The flue shall be installed in its approved form and shall, thereafter, be retained in its approved form.

In the interests of visual amenity.

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

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

5. The use hereby approval shall be restricted to that of a wood fuelled renewable energy plant and not for any other use falling within Class B2, or B1 of the Use Classes Order 1987, or any subsequent Order revoking or Superseding it.

Any other use would require further consideration by the Local Planning Authority.

6. There shall be no chipping or chopping of the wood on site.

In the interests of residential amenity and would require further consideration by the Local Planning Authority in relation to potential noise disturbance.

REASON FOR APPROVAL

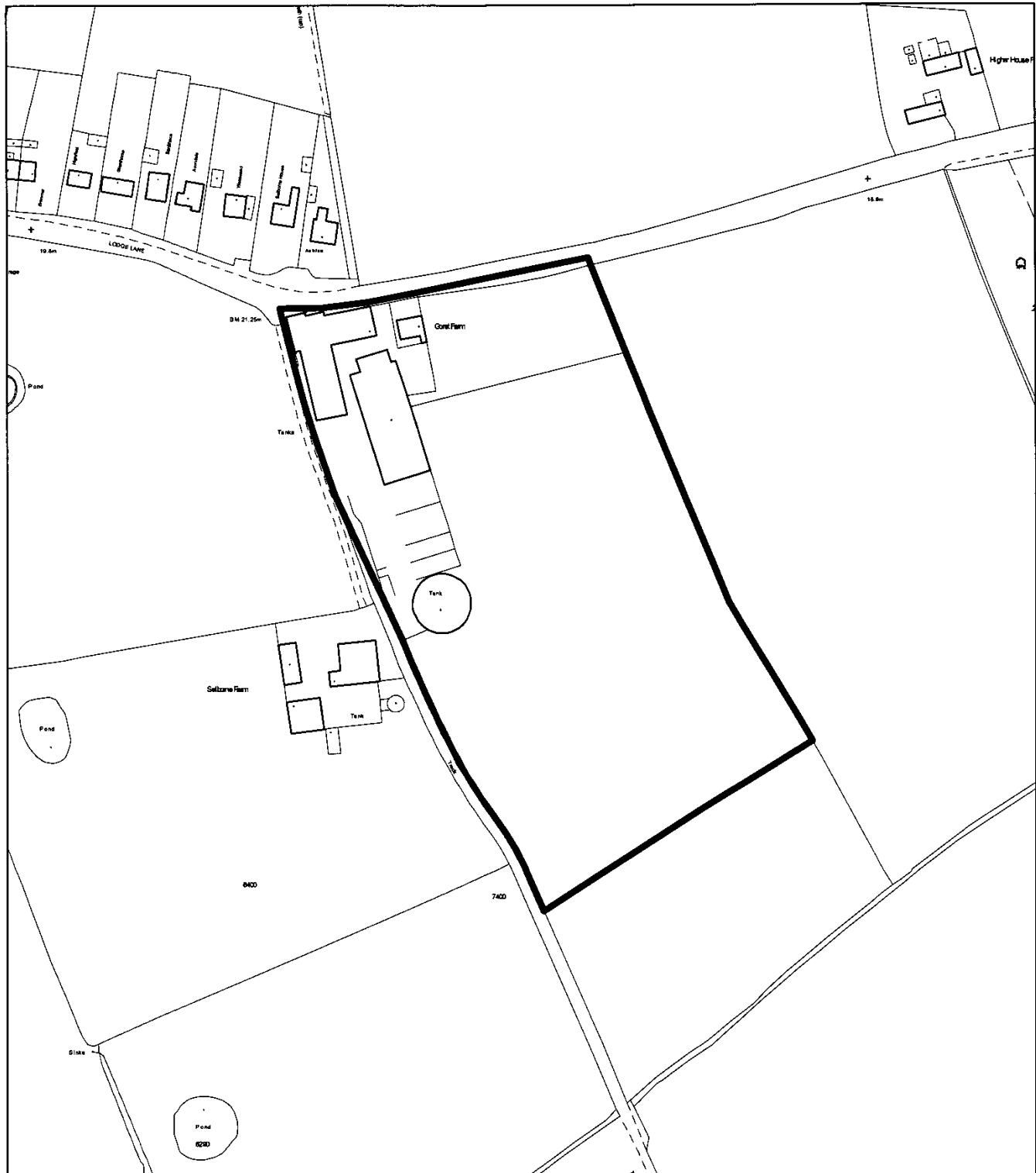
The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

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

comprises of the:
The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP2, SP5, SP9
Joint Lancashire Structure Plan: Policy 1
PPG's/PPS's: PPS, PPS7, PPG22



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

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Application No.

5/05/0795

Address

Gorst Farm
Lodge Lane, Elswick

Grid Ref.

E.3427 : N.4381

Scale

N.T.S.

Item No.

3

Item Number: 4

| | | | |
|---------------------------------------|--|-----------------------------|--------------------------|
| Application Reference: 05/0867 | | Type of Application: | Full Planning Permission |
| Applicant: | Alan Wheeldon | Agent : | |
| Location: | 341-343, CLIFTON DRIVE SOUTH, ST ANNES, LYTHAM ST ANNES | | |
| Proposal: | RENEWAL OF APPLICATION 5/03/1003 TO SITE BENCHES/TABLES ON FORECOURT | | |
| Parish: | Clifton | Area Team: | Area Team 2 |
| Weeks on Hand: | 6 | Case Officer: | Mrs J Cary |
| Reason for Delay: | N/A | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

It is considered that the benches and tables do not unacceptably harm the character of the conservation area so as not to allow the retention of the benches and tables for a further temporary period, pending the redevelopment of this area as part of the Town Centre Regeneration proposals.. The application is therefore recommended for approval for a further 12 months to enable the regeneration works in this phase to commence.

Reason for Reporting to Committee

The previous application was reported to committee.

Site Description and Location

The site is the fish and chip shop located on Clifton Drive South, St Annes. The site has a very large forecourt. There are retail premises adjacent.

Details of Proposal

The application is for the renewal of temporary permission originally granted in October 1998, renewed in November 1999 and 2004, for a period of two years, with a further renewal in October 2001 for two years also, and the most recent renewal being for one year. The permission relates to the erection of 6 fixed benches and tables on the restaurant forecourt at the Seafarers Restaurant 341 - 343 Clifton Drive South, St Annes, although at present there are only 4 benches and tables.

The development requires planning permission due to the benches being fixed to the forecourt rather than being free standing and brought inside the restaurant on a nightly basis. They are fixed in position due to the slope of the forecourt.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|--|-----------------|-------------|
| 01/0718 | PROPOSED USE OF FORECOURT TO OUTSIDE EATING AREA WITH 6 FIXED TABLES | Granted | 31/10/2001 |
| 03/1003 | RENEWAL OF APPLICATION 5/01/718 FOR 6NO. FIXED BENCHES AND TABLES ON FORECOURT | Granted | 07/01/2004 |
| 99/0668 | RENEWAL OF TEMPORARY PERMISSION FOR ERECTION OF NO 6 FIXED BENCHES AND | Granted | 03/11/1999 |

Parish Council Observations

St Annes Parish Council

No specific observations to make.

Statutory Consultees

County Highway Authority

I have no record. of the 2003 application. Any tables/chairs/benches or furniture must be restricted to the private forecourt area only and must not intrude onto the adopted or public footway. This must remain clear and unobstructed to allow safe passage of pedestrian traffic. A larger scale plan should be used to identify the private forecourt and it would be sensible to condition the area in question.

Consumer Wellbeing & Protection

No objection on the proposal.

Observations of Other Interested Parties

N/A

Neighbour Observations

3 letters of objection received on the following grounds:

1. appearance (poor quality)
2. car parking
3. dangerous
4. youths congregate here

Relevant Planning Policy

Lancashire Structure Plan:
Policy 2

Fylde Borough Local Plan:
Policy SP2, EP3

Other Relevant Policy:

PPS1: Delivering Sustainable Development
PPG15: Planning and the Historic Environment

Site Constraints: conservation area

Environmental Impact Assessment

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

Comment and Analysis

The change of use of the forecourt for outside eating is not necessary as the forecourt is owned by the 'Seafarers' Restaurant and is therefore part of the same planning unit which already has the benefit of A3 use. Tables are already placed outside other restaurants in the immediate vicinity adding vitality to the town centre as a whole.

The plans for the town centre regeneration show the forecourt as an outdoor seating area but with high quality furniture, landscaping and surfacing indicated. The designation of the town centre as a conservation area requires development to enhance or preserve the character of the conservation area.

The applicant is aware that the forecourt forms part of the regeneration plan. The previous applications have only been granted temporary consent on the basis that the regeneration plans will be implemented at some time in the future. Having consulted with the regeneration team, the programme of works relating to this area are currently in the process of being drawn up by the regeneration section. It has been confirmed that the timescale for commencement of works will be in the next 12 months and are therefore, amiable to a further 12 month temporary consent being granted for the placement of the tables and benches. Previous delays have been experienced by the regeneration section, due to unforeseen circumstances, hence the previous renewals.

Although the design of the tables is rather utilitarian, your officers consider that it would be appropriate to grant a further temporary permission for one year, by which time the details of the regeneration scheme should have been finalised and works commenced.

Conclusions

It is recommended that permission be granted for a further 12 month period.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The six fixed benches and tables hereby approved shall be removed from the site at the end of a period of 12 months from the date of this approval and there shall be carried out any works as may be required for the reinstatement of the land to the satisfaction of the Local Planning Authority unless a renewal of permission is obtained.

To enable the Local Authority to renew the situation in 1 year's time as the site forms part of the ongoing St Annes Regeneration Scheme.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

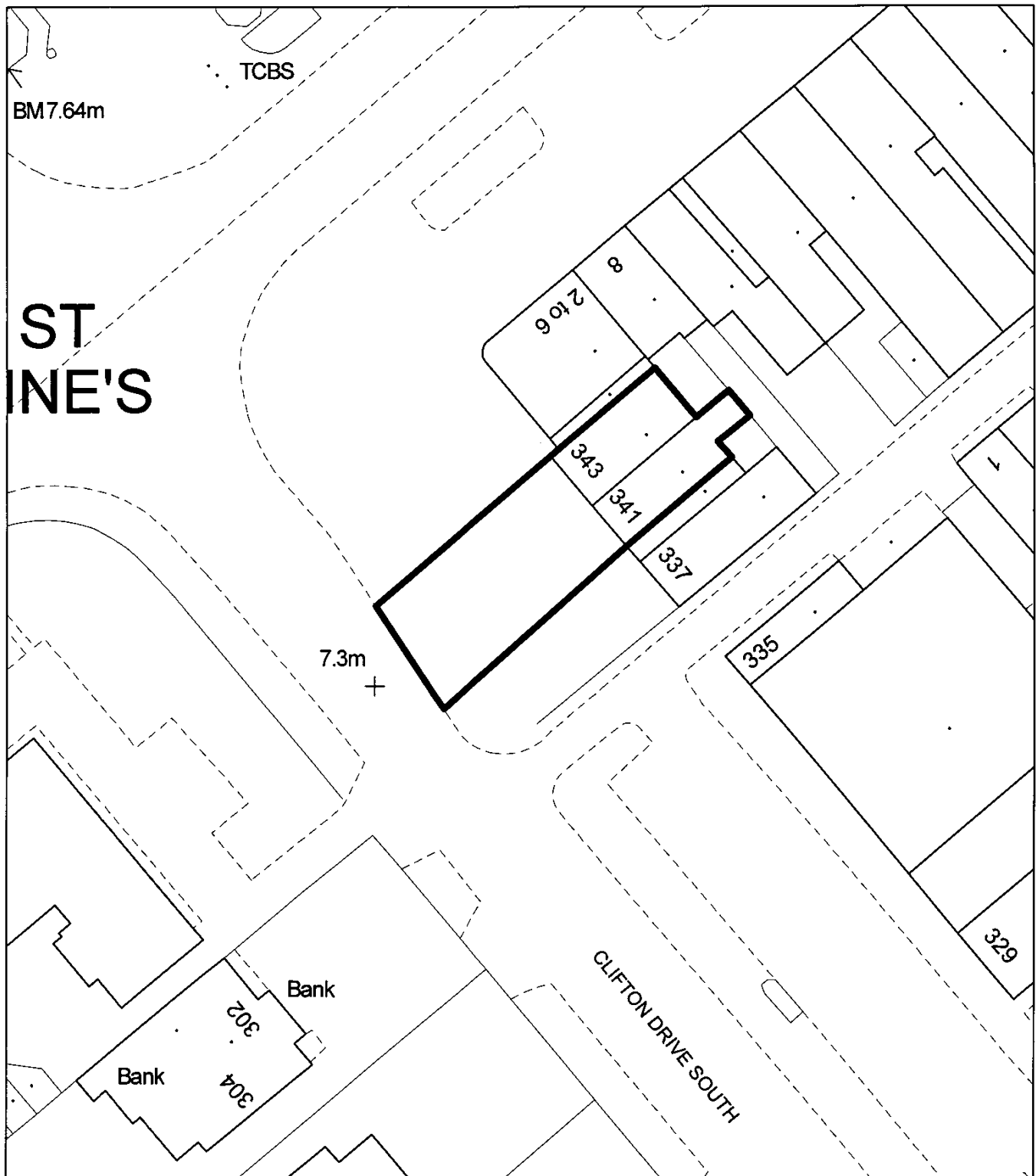
The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: Policy SP2, EP3

Joint Lancashire Structure Plan: Policy 2

PPG's/PPS's: PPS, PPG15



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|---|--|---|-----------------|---------------|
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| Application No. 5/05/0867 | Address 341-343 Clifton Drive Sth St Annes | Grid Ref. E.3320 : N.4287 | Scale N.T.S. | Item No. 4 |

Item Number: 5

| | | | |
|---------------------------------------|--|--|-----------------------|
| Application Reference: 05/0875 | | Type of Application: Full Planning Permission | |
| Applicant: | Woodfold Builders Ltd | Agent : | DE POL Associates Ltd |
| Location: | 2 & 3, Highbury Gate, Off Copp Lane, Elswick, PR4 | | |
| Proposal: | RE-SITING OF DWELLINGS AND DETACHED DOUBLE GARAGES | | |
| Parish: | Elswick | Area Team: | Area Team 2 |
| Weeks on Hand: | 5 | Case Officer: | Mrs J Cary |
| Reason for Delay: | N/A | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The main issue for consideration on this application, is whether the revised siting of plot no. 3, is appropriate, having regard to the layout of this small site, and whether it harms the amenities of adjacent residential properties or the wider village. It is Officer's opinion that, the siting of the dwelling, with the amendments proposed to the side elevation is acceptable and is recommended for approval.

Reason for Reporting to Committee

The Officer's recommendation of approval is contrary to the Parish Council's comments.

Site Description and Location

The site is Highbury Gate, a collection of 6 detached dwellings, located at the edge of Elswick village, on Copp Lane. This application is in respect of plots 2 and 3, part-way into the site.

Details of Proposal

Proposed re-siting of plots 2 and 3. Plot no. 2 is merely be 'straightened' out within the plot, whereby previously, it was slightly off-centre. The garage to plot 2 has also been repositioned to the right hand corner of the plot, adjacent to the existing garage at plot 1. The re-positioning of plot no. 3 is more significant, and proposes the dwelling to be between 4 and 5m further forward than its approved position.

Relevant Planning History

| Application No | Development | Decision | Date |
|----------------|---------------------------------|----------|---------|
| 93/0467 | Outline residential development | Refused | 8.12.93 |

| | | | |
|---------|---|----------|---------|
| 94/277 | Resubmission of above - outline for residential development | Approved | 20.7.94 |
| 97/0162 | Reserved matters on above for means of access | Approved | 15.4.98 |
| 98/134 | Reserved matters on 94/277 to erect 5 dwellings and garages | Approved | 25.4.01 |
| 04/0712 | Amended house types to plots 2 & 3 | Approved | 10.9.05 |

Parish Council Observations

Elswick Parish Council

Object to the proposal on the following grounds:

The previously approved layout was carefully laid out with a notional building line connecting the extreme north-western points of plots 1,2 & 3. This was clearly intended to give a steady progression into the site which would have been visually pleasing and to allow a view from one end of the development to the other.

The adjusted positions proposed in this application appear haphazard and will result in a visually disjointed streetscene where the gable ends, particularly that of plot 3, appear dominant and overbearing and obscure the view to the bottom of the road.

The reductions in size of the front gardens will result in a more urban feel to the development.

For the above reasons it is considered that the proposed scheme (as built) provides an overbearing development which is detrimental to the character of the area.

The negative impact of this alteration will have longstanding consequences on the appearance of the area and must be considered as a potential imposition on the inhabitants of the village.

The development is an important site given its high visibility at a main approach to the village and there is no room for compromise in matters such as this.

It is noted that plots 1,2 & 3 have all been built in positions which differ from those previously approved but only plots 2 and 3 are subjects of this application. In the interests of consistency the Council consider that all three properties should be re-submitted for planning permission since altering the position of a dwelling can not be considered to be a minor amendment to a previously approved scheme.

To fail to require re-submission of all three dwellings would result in a planning system that is inequitable and may preclude proper judgement of the scheme as a whole.

Statutory Consultees

County Highway Authority

No objections.

Observations of Other Interested Parties

None

Neighbour Observations

One letter of observation from Bonds of Elswick. Comment as follows:

Having seen the plans for Highbury Gate, I don't feel that I can object as they don't affect me personally.

But as a resident of Elswick, I can't understand how a builder has been allowed to build all three

houses progressively away from the original plans and the end result is having the gable end of the third house sticking out into what should have been the sight line.

My personal view is that embellishing it with windows and mock chimney stack is not the answer

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:
Policy SP2, Policy HL2

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Environmental Impact Assessment

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

Comment and Analysis

The main issue in the consideration of this proposal, is whether the re-siting of the plots result in a detriment to the neighbouring properties or on the wider setting of the estate and countryside.

Careful consideration was given to this site at the early planning stage of considering this site for residential purposes back in the early '90's. This resulted in an informal layout of the dwellings, which followed the gentle curvature of the internal access road. The dwellings were set fairly generously back into the site to give a more pleasant, open aspect and a more rural feel to the development. However, during the construction of plot no. 3, the builder erroneously built the dwelling further forward than the approved position. The builder made known the error to Officers and it was decided that the proposal could not be dealt with as a working amendment to the previous approval, due to its impact. Plot 1 has also been constructed slightly out of position, but this has been agreed as a working amendment to the original planning permission as this was not considered to materially effect the originally approved layout.

As stated above, the previous approved layout paid respect to the position of each plot, and the repositioning of plot no. 3, does appear to 'jar' forward of the other dwellings resulting in the blank, side elevation appearing more prominent within the street scene. Had the application originally have been submitted in this manner, Officers would have negotiated an improvement in the layout, thereby reducing its visual impact. However, the application is retrospective, and therefore, a decision has to be reached as to whether the development in its built form, is so harmful to the character and layout of the site, so as to warrant a refusal of the application and ultimately seek its demolition. Officers are of the opinion that, whilst not ideal, if some features were inserted into the blank, side elevation, this would seek to address the featureless elevation which one sees on approach to the development. As such, windows have now been proposed in this side elevation at both ground, first and second floor, together with an external, central chimney stack.

With regards to the amendments to this elevation, there is no impact on adjacent properties as they would look out onto the driveway. Furthermore, the adjacent dwelling is not yet occupied.

On balance therefore, it is your Officer's opinion that whilst it is not the best form of development which one would expect on a small housing site, the dwelling, with its visual improvements into the side elevation, would not be so significant so as to warrant a refusal of the application, and seek its

removal through the enforcement proceedings.

Conclusions

The application is considered acceptable, subject to the alterations to the side elevation being carried out within 56 days of any approval granted.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The windows and chimney stack shown in red on the approved plan shall be carried out within 56 days of the date of this approval, and thereafter retained in their approved form.

In the interests of securing a satisfactory standard of development and in the interests of visual amenity.

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

To ensure visual harmony in respect of the overall development.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

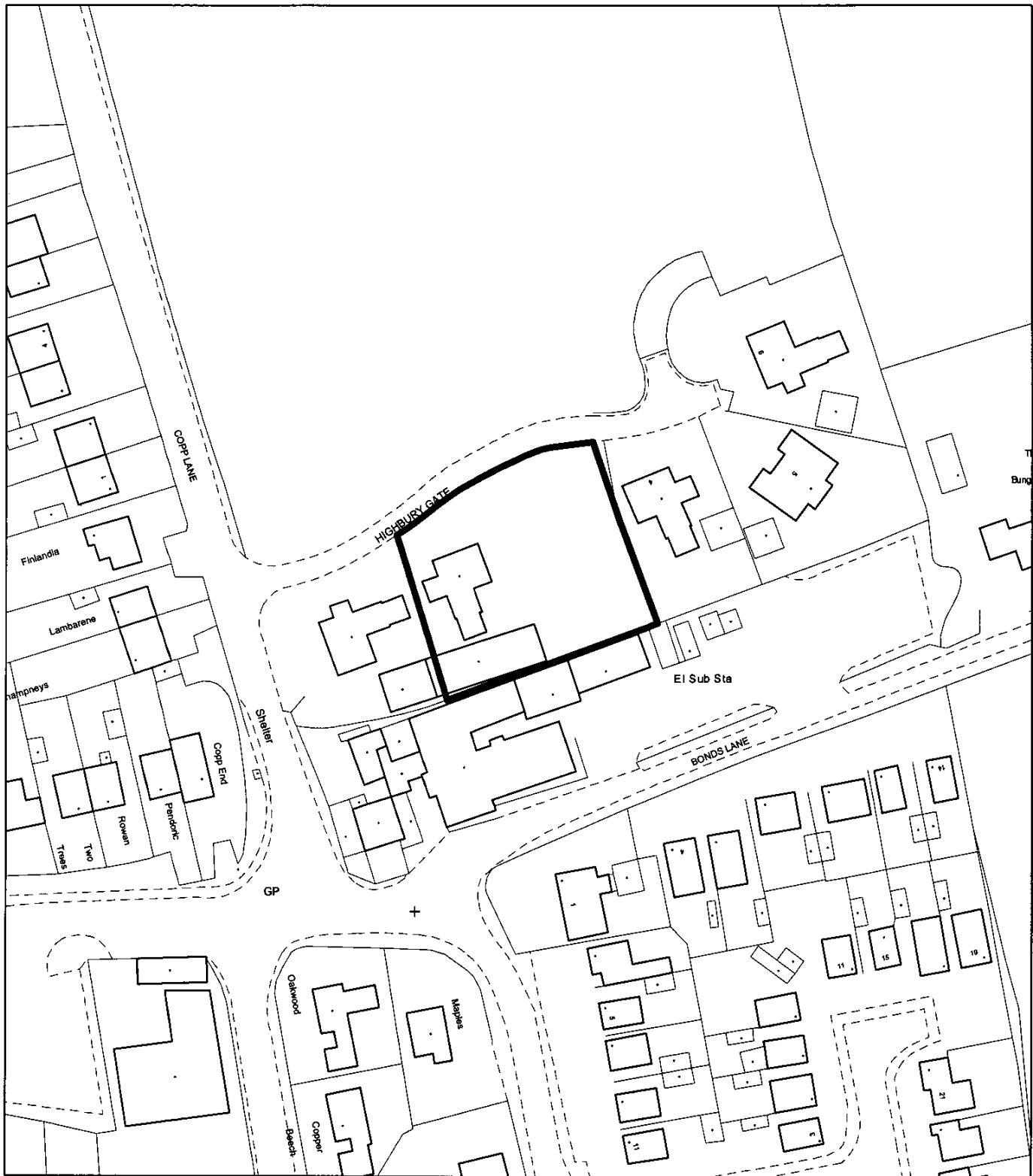
The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP2, HL2

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1



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

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Application No.

5/05/0875

Address

2 & 3 Highbury Gate
off Copp Lane, Elswick

Grid Ref.

E.3421 : N.4386

Scale

N.T.S.

Item No.

5

Item Number: 6

| | | | |
|---------------------------------------|--|-----------------------------|--------------------------|
| Application Reference: 05/0878 | | Type of Application: | Full Planning Permission |
| Applicant: | Ms Angela Walker | Agent : | MCK Partnership Ltd |
| Location: | LITTLE TARNBRICK FARM, BLACKPOOL ROAD, KIRKHAM, PRESTON | | |
| Proposal: | TOURING CARAVAN PARK, MANAGERS ACCOMMODATION AND ANCILLARY STORAGE | | |
| Parish: | Kirkham | Area Team: | Area Team 1 |
| Weeks on Hand: | 5 | Case Officer: | Mr D Shepherd |
| Reason for Delay: | | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application proposal is considered against the criterion contained within policies SP 2 and TREC 7 of the the adopted Fylde Borough Local Plan, "Touring Caravan and Camping Sites".

It is your officers view that the application complies with all criteria contained within the aforementioned policies and is therefore recommended for approval subject to a Section 106 agreement to secure the payment of £12,000 for highway improvements and alterations.

Reason for Reporting to Committee

This application originally appeared on the agenda for the May 25th Development Control Committee meeting. The application was the subject of a committee site visit the morning of the meeting. A full presentation of the application was made on the above date and a video was shown to members as well.

After a fairly considerable debate on the application, members resolved to defer the application for a site visit with the LCC Highways Officer, Chairman, Vice Chairman and all the Kirkham Councillors. This meeting took place on Wednesday the 29th June at 9.30am at the site.

The application was refused by Members and is therefore once again placed on the agenda as the previous application was determined by Members.

Site Description and Location

The application site is within allocated countryside as defined on the local plan proposals map. More specifically, the main area proposed for the touring caravans is approximately 175 metres back from Blackpool Road in a "dip" in the field almost 3 metres lower than the land level adjacent to Blackpool Road.

The site is currently well screened by trees and hedging to the North, West and South sides of the area

where the caravans would be sited, especially adjacent to the railway line.

There is substantial hedging running across part of the site affording some screening of the site from Blackpool Road.

There are some former agricultural buildings to be retained and converted and others that would be demolished.

Details of Proposal

The application is for a touring caravan site which could accommodate 80no touring caravans. In addition would be Managers Accommodation in the form of a timber log cabin, refurbishment of existing buildings to provide storage facilities, a timber clad shop/office/reception building and purpose built shower/WC block building (again timber clad) There would be demolition of a number of redundant and untidy former agricultural buildings as well.

Access to the site would be via a new vehicular access off Blackpool Road. This would also serve as the access to Little Tarnbrick Farm, whose existing access would be permanently closed.

The only change between this application and the one previously refused is that the applicant has now submitted some reports which support his application and demonstrate that they feel that there is an identified need for a touring caravan site within the vicinity which is close to major roads, facilities and services. Copies of all the reports submitted with the application have been appended to this report.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|---|-----------------|-------------|
| 05/0317 | PROPOSED TOURING CARAVAN PARK, MANAGERS ACCOMMODATION AND ANCILLARY STORAGE | Refused | 14/07/2005 |
| 01/0520 | DETACHED GARAGE AND STABLES TO SIDE OF DWELLING | Granted | 05/09/2001 |

Parish Council Observations

Kirkham Town Council

Object to the application on the following grounds:

It is contrary to policy (TREC 7), failing to demonstrate a need additional touring caravan sites in this locality.

The site is remote from services and facilities making it an unsustainable form of development.

There are no pedestrian crossing facilities.

Additional traffic created by such a site would have detrimental impact on neighbouring occupiers.

Road layout is totally unsuitable for vehicles turning with caravans.

Kirkham Town Council is dismayed at the comments made by LCC Highways:

'LCC Highways, I note that applicant is willing to fund the provision of two traffic islands within the A583 in the vicinity of the application site.

The difficulty is siting them where they will be most effective and where all the premises which require access to and from the road will be able to turn to and from their properties. If, in the end, for whatever reason, the islands cannot be physically provided, then I am to accept the proposal as per my existing comments'

The Council feel that this advice is totally unbelievable and contradictory.'

Statutory Consultees

County Highway Authority

"The application remains in highway terms identical to 05/05/0317. Access arrangements are as agreed and detailed on Plan No SK-01 revision D. The sightline improvement must be conditioned and the tree to the west of the access must be retrieved.

The existing access to Little Tarnbrick Farm must be physically and permanently closed-off and the verge/kerbing reinstated (as a condition of any permission granted). This is to reduce the number of access points to the public highway and maintain the proper construction of the highway, as previously agreed.

I note that written confirmation is included of the applicant's willingness to contribute £12k to the construction of 2 traffic islands/pedestrian refuges on Blackpool Road in close proximity to the site access. It is likely that three will be provided, one funded by the Highway Authority to protect right-turning traffic and highlight access points along this length of road. All frontagers affected by the refuges have been consulted and no objections have been received. A plan indicating the proposed locations is attached for your information. Funding for the refuges to be secured by a 106 agreement."

Network Rail

Views awaited, consulted on 22nd September

Observations of Other Interested Parties

CPRE -

"We wish to object to this application for the following reasons.

We consider that there are numerous sites for touring caravans in the general area and that the need for this one has not been demonstrated. In particular, we believe that some of the supporters quoted in the documentation have a vested interest in creating a further site in the area.

We consider that there is a dearth of amenities in the area not provided by the site shop or the shop across the road at Campbells, and so believe that the site would generate much road traffic.

We consider the traffic impact analysis provided with the application, which simply analyses the impact in terms of the number of journeys as a fraction of the traffic on the A583, is too simplistic. Traffic hardly ever flows at regular intervals but in clusters, and it will certainly be the case that car/caravan outfits looking for this site will be travelling slowly along the road and holding up other road users. Therefore we believe it is essential for safe deceleration lanes to be provided for cars and particularly caravan outfits arriving at the site from both directions. The central reservation needs to be widened to accommodate the full width of caravans, and we suggest the full length of two outfits, and a deceleration lane wide enough to accommodate caravans should be provided on the north side of the road at the entrance of the site.

In addition, we do not think it prudent to authorise a permanent, or even semi-permanent, dwelling for a manager when the viability of the caravan site has not been proven. Thus we believe that, should the application be approved, the manager should live in a caravan, a very common feature on such sites, for at least 2 years after the site is full operational before more permanent accommodation is sought."

Neighbour Observations

9 letters of objection received, main points raised are:

- The entrance to the proposed site is directly opposite my property.
- It is stated on the planning application 80 vehicles per day will visit the site. This will create an excessive amount of traffic maneuvering right outside my house.
- The entrance to the caravan park would be better placed up the road either way of the proposed site where there are no properties opposite, creating least disturbance to residential home-owners.
- We do not believe that the application supports the Councils strategy to develop tourism as a way of attracting business to Kirkham and the surrounding area. Touring caravans will not provide additional tourism to Kirkham it will only serve as a central locating for commuting to other interesting sites e.g. Lytham and Blackpool.
- The number and type of employment generated by this application, is in the main only of a part time basis. Many local businesses already find it difficult to recruit this type of labour within the Kirkham area.
- The recent improvements made in road safety will be undermined by the additional traffic and the increased traffic crossing an already busy dual carriageway. Addition of bollards on the hatched area will not improve the situation. This is further compounded by the dual carriageway being severely affected by floods (photographs available). This year we have already seen vehicles aquaplaning and one van crashing into the tree at the proposed site for the new entrance.
- Several similar businesses already existing in this and the surrounding area along Blackpool Road. One such business is located almost directly opposite the proposed site.
- We were attracted to our property predominantly due to the fact that we overlooked the countryside. We believe the development would therefore have a negative impact on the value of our property and the surrounding area.
- Much of the surrounding beauty will be negatively affected by this application. We are concerned over the potential noise and light pollution, especially during the evening and weekends.
- Concern must be raised that the business may expand overtime and further compound the issues raised above.
- Although we appreciate that people wish to develop business ventures we do not believe that this application is in the best interests of the residents, surrounding businesses and the local area.
- Detrimental impact on the market value of our property
- Serious concerns about the increased risk of potential accidents with caravans turning in, more worryingly from the opposite carriageway, and also pulling out into the opposite carriageway.
- Already suffer with speeding vehicles, and difficulties getting out of driveway a touring caravan park could only exacerbate the existing problems.
- Worried about the increase in noise pollution, litter problems and the effect this will have on our residential amenities.
- Also an issue with the flora and fauna currently occupying this site and with the introduction of caravans, one would be concerned where this would be dispersed to in an already declining rural area.
- I would add that there are two perfectly adequate touring caravan parks three miles up the road which are far easier and safer to access.
- The farm was purchased several years ago and has not been used as a farm since therefore it would appear the intention would always have been to change this green belt into brown belt.
- A touring caravan park would require toilet blocks and shower blocks, down the line a clubhouse perhaps? This is the thin end of the wedge into turning this rural outlook into a concrete jungle.
- I perceive the application to be a surreptitious attempt to change the designation of this land from a greenfield to brownfield in order to achieve their original objective of obtaining permission to build residential properties on the said plot.
- Adding more residential properties will put more pressure on the local infrastructure, sewerage, water, schools etc, which is already stretched to the limit.
- I suspect that this could end up being a temporary site for the traveller community, something which Kirkham does not suffer from at the moment and I hope we never have to.
- We are already having to tolerate this land being utilised for car boot sales and a circus.
- Our outlook will be reduced.

- There is a danger in future of vehicles turning away and leaving the site shining headlights into the front rooms of our property. This would create a nuisance.
- Possible increase in crime with touring visitors
- Spoiling green/wildlife areas

Relevant Planning Policy

Lancashire Structure Plan:

Policy 5 Development in Rural Areas

Fylde Borough Local Plan:

Policies SP 2, SP 5, SP 14 and TREC 7.

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPS 7: Sustainable Development and Rural Areas

PPG 21: Tourism

Environmental Impact Assessment

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

Comment and Analysis

This application was considered at the July meeting of this Committee when Members refused planning permission, contrary to Officer recommendation, for the following reasons:

1. The application has failed to adequately demonstrate that there is any proven need for additional touring caravan sites in this area of the Borough. As such the proposal would be contrary to Policy TREC 7 of the adopted Fylde Borough Local Plan.
2. The proposed caravan site, being located in a position that is remote from any services and facilities, would represent an unsustainable form of development. The absence of any dedicated pedestrian crossing facilities would result in any pedestrians from the development site being placed in conflict with vehicular traffic using the busy A583.
3. The proposal would result in the introduction of additional traffic which would have a detrimental environmental impact on neighbouring occupiers.

The main issues with regard to the application are firstly the basic policy implications and secondly the impact of the proposals on highway safety.

In policy terms the proposal is a use that is appropriate in this location and which would help diversify the rural economy. Policy TREC 7 contains no specific criteria that need to be met in relation to Touring caravan and camping sites applications. I will go through the criteria in order;

- The site is not within greenbelt
- The proposal will not have any prejudicial affect on the character of the area
- The site is not at risk of flooding
- The development does not result in the loss of the best agricultural land
- The design and layout of the site and buildings is acceptable and the proposal includes appropriate landscaping (This is commented on further later on in the report)
- The proposal would not be detrimental to neighbours
- The site can be provided with safe and satisfactory vehicular access (LCC Highways have no

objection to the application)

- Services can be provided at the site

The site is well screened already by mature tree's and hedging especially to the North, West and South boundaries and is in a "dip" on the site where the land is 3 metres lower than the land level at Blackpool Road. Additional tree and hedge planting would also take place on the site to add to the existing hedges and trees on site. As mentioned earlier in the report, the main area for the stationing of caravans would be approximately 175 metres from the main road and over 200 metres from dwellings on the south side of Blackpool Road. The field between the proposal and the road would be left open and would have some additional planting carried out in it.

A large amount of the redundant and tatty former agricultural buildings will be demolished and the better ones (two only) would be retained and converted to storage use. This element would obviously be better visually as it would remove an eyesore from the site.

The access is satisfactory as proposed. There is sufficient visibility proposed and a 20 metre long "pull - off" the highway is to be constructed. These would be conditioned if approval is given. Standard notes are also to be added to the decision notice if approved.

The Highway Authority also request that the existing access to Little Tarnbrick Farm is closed off permanently. This can be achieved by condition and would be a "Grampian" type condition. This means that the closure of the existing access and the construction of the new one would have to be carried out before any other part of the rest of the development was commenced.

There is support for the application from various local businesses and these support letters are appended to this report. There is also a letter from a Planning Consultant on behalf of the applicant which outlines how he feels the proposal complies with adopted plan policies. This too is appended to the report.

In relation to some of the concerns of local residents that have not been covered already in the report, your officers would comment as follows;

- the proposal would create both full time and part time employment opportunities. Whether the applicant could recruit and retain appropriate staff is a matter for the applicant to consider and is not relevant to the application.
- mention has been made about the numerous caravan sites in "the Fylde". Clearly the majority of the areas mentioned are within the Boroughs of both Wyre and Blackpool and not in Fylde Boroughs area
- the caravan sites mentioned also include static caravan sites
- any potential for noise or light pollution has to be weighed up against the fact that the main area of the site is over 200 metres away from the houses to the south of Blackpool Road. There is a busy main road between the two which obviously generates a certain amount of traffic and creates noise anyway and there is street lighting on this stretch of carriageway as well
- if approval were to be granted and the applicant wished to make further applications to expand the site, this would have to be considered on the planning merits (plan policy, PPG's and other material considerations) at the time of any such application.
- comments that there is no need for a caravan site here. There is one touring caravan park in close proximity to the site to the rear of the Indian Restaurant across the road. This is a small site of 20 pitches with no facilities. The officer dealing with the application spoke to the owners of this site and it was confirmed that there is a good demand for touring sites here in this location. Their site is currently waterlogged on one half meaning that they can only accommodate half their normal numbers. As can be seen from the letter appended to the report from the Cultural Services Manager, the Council in the Tourism Strategy, acknowledge the fact that a large number of the population take caravan holidays and that the Council actively seek to develop and promote caravan and chalet type accommodation wherever possible.(also noting that "one significant advantage of the touring caravan site is that it can be developed without significant permanent environmental impact".)

The managers accommodation is proposed to be in a timber chalet (similar to those at Ribby Hall) This is thought to be the most appropriate form of accommodation as it is not permanent and could be removed from site in the event of closure of such a business (in line with policy SP 14 of the adopted Local Plan). Also, visually it is considered appropriate in this setting and is positioned to the rear of other existing buildings thus reducing it's visual impact.

Conclusions

The main issues as mentioned previously are compliance with plan policy and highway safety matters. Policy TREC 7 is specific to touring caravan sites and all the criteria contained within that policy can be met by this application.

LCC Highways officers have no objections to the scheme, subject to conditions being imposed.

In conclusion, your officers feel that on balance the application is acceptable and is therefore recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

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

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

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

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

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

5. Before any other part of the development hereby approved is commenced, the existing access to Little Tarnbrick Farm shall be permanently and physically closed. Details of how this is to be achieved, including the reinstatement of the verge and kerb, must be submitted to and approved by the Local Planning Authority prior to any development taking place on the land. Such agreed works shall be carried out concurrently with the formation of the new access road.

Reason; To reduce the number of access points into the site and in the interests of Highway safety.

6. The visibility splay of 2.4 metres by 215 metres at the new access point as indicated on the approved plans, shall be kept clear of any trees, shrubs, signage or any structure or other object.

Reason; In the interests of highway safety to maximise visibility when leaving the site.

7. The existing hedge and one highway tree shall be removed in order to provide the visibility splay referred to in condition 6 of this approval.

Reason; In the interest of Highway safety to maintain a visibility splay.

8. The caravan site shall be closed for business and there shall be no caravans stored on the site from the 1st January to the 14th February in any year.

Reason; In the interests of visual amenity and to ensure that the site is not used as a permanent caravan site, and to comply with Policy TREC 7 of the adopted Fylde Borough

Local Plan.

9. The Managers accommodation hereby approved shall be of a mobile home/sectional building sited on the land as opposed to a traditionally constructed, permanent building. Such a mobile home/sectional building shall only be sited on the land as long as the caravan site is in operation. If the use ceases, the mobile home/sectional building shall be removed from the site within 28 days of the business ceasing and the land reinstated to its previous condition.

Reason; The use of the land as a caravan site does not require the construction of a permanent building and also to be in accordance with policy SP 14 of the Adopted Fylde Borough Local Plan.

10. The materials to be used on the refurbishment of the buildings to be used for storage purposes must match those of the existing building[s] in the terms of colour and texture and samples of the materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of building operations and thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

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

11. This consent relates to the following plan[s] received by the Local Planning Authority,
- Location plan 05/705. LOC/01
- Sectional plan 05/705. SK-02
- Site managers accommodation 05/705. SK-03
- Shop/Reception/Office 05/705. SK-04
- Toilet/Shower building 05/705. SK-05
- Refurbishment of buildings 05/705. SK-021 Rev A Dated 12th May 2005
- Site layout Plan 05 705, SK-01 rev D.

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

12. There shall be no area of retail sales of new or secondhand caravans upon the caravan site or any extension of the site.

To avoid a retail outlet aspect of development in what is a countryside area wherein such uses are deemed inappropriate.

13. All lighting on site shall be of a low level, bollard type with details of the structures submitted to and approved by the Local Planning Authority prior to its installation on site. Only such a form of lighting shall subsequently be installed on site.

High level lighting in this countryside location would be extremely obtrusive and out of character.

14. Prior to any development commencing, full details of all new/proposed means of enclosure to the site shall be submitted to and approved by the Local Planning Authority. Only such approved means of enclosure shall be erected on the site.

Reason; In the interests of visual amenity in this countryside location.

15. Prior to development commencing, details of the proposed bin stores shall be submitted to and approved by the Local Planning Authority. Only such approved bin stores shall be erected on site.

Reason; In the interests of visual amenity in this countryside location.

16. The Managers accommodation hereby approved shall only be occupied by someone actively involved in the day to day management and operation of the caravan site.

Reason; The managers accommodation is approved as an exception to normal policies of restraint in the countryside having regard to the provisions of Policy SP 14 of the Adopted Fylde Borough Local Plan.

17. All the existing trees and hedging on the site shall be retained as part of the overall landscaping of the site.

Reason; In the interests of visual amenity in this countryside location.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance

and in particular Policies:

Fylde Borough Local Plan: SP2, SP5, SP 14 and TREC 7.

Joint Lancashire Structure Plan:Policy 5

PPG's/PPS's: PPS1, PPS 7 and PPG 21.

PRELIMINARY

13th September 2005

Director of Planning and Development
Fylde Borough Council
Town Hall
St Annes
Lancashire
FY8 1LW

F.A.O. Mr David Shepherd

Dear Sir,

RE: Proposed touring caravan site, Little Tarnbrick Farm, Blackpool Old Rd, Kirkham.

Further to Mr A Patel (MCK Partnership Ltd.) telephone conversation with Mrs Karen Galloway on 13th September 05.

This letter is to confirm that I agree to the contribution for highway works in the sum of £12,000-00 as described on drawing no. 05_705 SK-01 Rev D. and will undertake to sign a 106 Agreement in due course.

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

Yours Faithfully,



Cc. Mrs Karen Galloway MCK

SUMMARY OF SUPPORTING DOCUMENTATION

1. (a) Bill Atkinson Associates, Planning & development consultants report dated 29th September 2005

(b) Letter dated 30th March 2005, from Bill Atkinson Associates.
2. Fylde Borough council letter supporting this development in this location.
3. Lancashire Constabulary supporting letter in respect of the Planning Application.
4. L.C.C. Highways supporting Letter in respect of the Planning Application.
5. Signed Agreement from the applicant that she is prepared to meet the cost of a road crossing if required.
6. Hymer UK – letters supporting the Planning Application.
7. Campbells Caravans – letters supporting the Planning Application.
8. Warings Builders – letter supporting the Planning Application.
9. Bambers Landscaping – Letter for tree planting and landscaping work on site.
10. Morley Market Research UK – Comprehensive report on demand and location survey.
11. ADK Environmental Management – Environmental evaluation of planning application report.

September 19th 2005

TO THE LOCAL PLANNING AUTHORITY / FYLDE BOROUGH COUNCIL

**Re-submission of Application 05/0317 for a Touring Caravan Park
with Associated Facilities at Little Tarnbrick Farm, Kirkham for Ms A. Walker**

This proposal is a resubmission of that which was considered by the Council on the 13th July 2005 when the Development Control Committee determined that the application be refused as being;

- contrary to policy (TREC7) in that the application failed to demonstrate a proven need for additional touring caravan sites in this locality;
- a site which is remote from services and facilities and therefore an unsustainable form of development, plus, there are no pedestrian crossing facilities on the A583;
- a generator of additional traffic which would have a detrimental environmental impact on neighbouring occupiers.

The above decision was taken contrary to the advice and recommendations of the Councils' professional planning and highway advisors and in the absence of any substantive technical information or support. However, notwithstanding these facts, the applicant has since considered those three particular areas of objection raised by the Council and this current application specifically addresses those issues.

Policy and Need.

In our letter of the 30th March 2005 which accompanied application 05/0317 we set out a full appraisal of the proposal against the criteria as listed in policy TREC7 and believe that the outcome was quite conclusive.

Indeed, in his report to the Development Control Committee the Councils' Planning Officer endorsed our view in his own 'Analysis' and with the summary comment that - *"It is your officers view that the application complies with all criteria contained within the aforementioned policies"* - (i.e. policies SP2 and TREC7).

Despite the wording of the Councils reason for refusal there is no specific requirement in Policy TREC7 for an applicant to establish a proven need. The policy however does acknowledge that the need/importance for this type of facility will continue and that such developments can help to support the rural economy.

Policy TREC7 does not identify those areas of the borough which are respectively deficient or overprovided with touring caravans and camping sites but simply recognizes that too many sites in a local area can have a detrimental impact on the countryside and can also lead to insufficient investment being made within individual sites. In the context of those two particular policy determinants it is suggested that the information previously and currently

submitted very clearly illustrates that this proposal will be very well assimilated into its countryside location and the proposed level and standards of investment in this site are to a high standard of provision.

In terms of the overall distribution of touring caravan pitches less than 5% of the total in the Borough are in Kirkham, the parish in which the application is located. The larger numbers would appear to exist in the rural areas around Singleton, Newton Hall and Weeton, approx 16%, 11% and 8% respectively, with the greatest concentration being peripheral to the built up area of Blackpool in those parts of Peel and Westby Parish, which are becoming increasingly urbanized by the outward sprawl of industrial and commercial development and which, coincidentally, increasingly threaten those qualities of the countryside which the touring caravanners seek to enjoy.

Although not a specific policy requirement and in the absence of such information being available from the Council the applicant has commissioned Morley Market Research UK to undertake a 'Demand and Sustainability Survey' and a copy of that report is appended to this application submission.

It will be noted from that report that there is a general consensus that there remains a very strong demand for such facilities in the general location of the application site and that demand is increasing year on year, a trend I would suggest which has been exacerbated by the change of use and loss of such facilities recently at nearby Ribby Hall and Wrea Green, losses which in numerical terms are believed to roughly equate to the size of this proposal. The report concludes that there is consequently not a great deal of choice of touring caravan sites in this locality and that those which do exist are often oversubscribed particularly throughout the summer months and school holiday periods.

Sustainability and Pedestrian Movements on the A583.

The Morley Market Research Report similarly addresses the issue of sustainability from a service user viewpoint. Here, the conclusions were equally as clear and favourable as a response to the location of this proposal which was considered to be very convenient and accessible to essential facilities.

Indeed the point is well made in the report that this particular client audience generally does not wish to be in an urban/resort location and that the attraction is to be in a rural location, within a short traveling distance to the coast and to a range of local facilities and, ideally, with a reasonable choice of sites.

Overwhelmingly, none of the service users surveyed in this report considered that the proposal was in an unsustainable location. This is particularly so given the fact that the site is on a public bus route into Blackpool and adjoining coastal resorts.

It will be noted that this re-submitted application does make provision for a pedestrian crossing of the A583 albeit this was not a requirement of the highway authority which consequently did not raise any objections either in relation to issues of traffic and safety, nor, indeed, to 'sustainability'.

Whilst Kirkham Town Council previously objected in relation to access and road safety that view was not endorsed by the County Councils Highway Engineer, albeit as a reason for refusal this was still included in the decision notice even after clarification of the Highway Engineers views at a site meeting and following further written confirmation from LCC in the Late Observations Schedule of the Development Control Committee which stated that;

- *"I note that the applicant is willing to fund two traffic islands within the A583 in the vicinity of the application site. The If, in the end; for whatever reason these islands cannot be physically provided, then I am happy to accept the proposal as per my existing comments".*

The applicant has included the pedestrian crossing in an endeavour to respond positively to the concerns of the Town Council but its actual construction will clearly be dependent on the final views of the LCC Highways Engineer.

Environmental Impact of additional traffic on neighbours.

Despite there being no objections from the County Highway Engineer nor from the Councils Officer for Consumer Wellbeing this issue was still cited as a reason for refusal despite there being no technical evidence or expertise to support the supposition.

The applicant consequently has engaged ADK Environmental Management to undertake an independent Environmental Evaluation of the Planning Application with a particular focus on any impacts that the additional traffic might generate on neighbouring occupiers. A copy of that report is included in this submission.

It will be noted that following an assessment of the traffic generated by the proposal ADK concluded that there would be no deleterious environmental or highway impacts arising from the proposal. Moreover, ADK independently assessed the proposal against the environmental criteria as listed in policy TREC7 and similarly concluded that the application fully satisfied the eight listed criteria.

I trust that the Council will reconsider this proposal in the context of the additional information now provided and that these details will satisfy those concerns previously raised by the Council. Should any further information be required please do not hesitate to contact me.

Yours faithfully,



Bill Atkinson. Dip T.P. M.R.T.P.I.

March 30, 2005

TO THE LOCAL PLANNING AUTHORITY/FYLDE BOROUGH COUNCIL

Application for a Touring Caravan Park with Associated Facilities at Little Tarnbrick Farm, Kirkham for Ms. A Walker.

The following notes are submitted in support of this proposal and as background information to assist the Council in its determination of the accompanying planning application.

The Proposal

The submitted scheme relates to the siting of 80 touring caravans, together with associated infrastructure and amenities on land at Little Tarnbrick Farm, adjacent to Blackpool Road (A583) at Kirkham.

As indicated on the proposed layout, the necessary associated facilities and amenities are located adjacent to the existing farm complex. They comprise a mixture of both sensitive replacement and refurbished structures utilising sympathetic materials.

Prior to formal submission the scheme has been the subject of consultations both with the Councils' Area Planning Officer and the Cultural Services Manager and also with the County Councils Chief Traffic and Highway Engineer. Copies of relevant consultative responses from those officers are appended to this statement.

Policy Issues.

The Borough Councils' Cultural Services Manager has considered the proposal in the context of the Councils' Approved and Adopted Tourism Strategy and has identified the proposal as being consistent with Action Plan 5 (19), the objective of which is to develop and promote caravan and chalet accommodation wherever possible.

The reference to 'wherever possible' is subsequently cross-referenced to the Councils' Approved Local Plan Policies TREC6 and TREC7, the latter specifically relating to touring caravans which are the subject of this application.

On the basis of the specific criteria as set out in TREC7 and as guided by the Area Planning Officer the applicant consequently considers it necessary to identify and emphasise the following points:-

- 1) The site is not in a green belt but is located in an area of open countryside adjacent to Blackpool Road (A583) in fairly close proximity and accessible to the range of facilities and services of Kirkham.

It is perhaps interesting that the application site was identified in a recent study by the Council as one of a number of potential sites for the relocation of the Wareings factory from Wrea Green. Significantly the site eventually selected and granted planning consent is also adjacent to the A583 but some 600m to the west of Little Tarnbrick Farm and therefore further into open countryside and away from Kirkham.

- 2) As has been stated above, the proposal is based on an existing complex of farm buildings and therefore avoids the potentially intrusive impact of introducing new build into an area of open countryside.

Furthermore, the touring caravans themselves are proposed to be located along the northern and western boundaries of this 14 acre site in that area where the contours fall away, and where, consequently the caravans would obtain the maximum of screening offered by the landfall and by existing mature hedgerows and trees.

Particularly significant is the fact that in locating the touring caravans in that lower lying area of land they would be set more than 150m back from Blackpool Road and as indicated on the proposed layout plan, with extensive additional tree planting being proposed in that area, this will provide very effective screening of the proposed caravans from Blackpool Road. Substantial tree and shrub planting between the caravan pitches will further enhance the overall appearance of the site and create a very attractive internal environment.

- 3) The site is not subject to flooding with the contours providing good natural drainage of the site. The existence of a pond within the site further provides an attractive feature within the proposed landscaped area.
- 4) The land is not of any recognised quality as agricultural land and with an overall area of some 14 acres Little Tarnbrick Farm is clearly no longer viable as an agricultural unit.
- 5) The general principles of layout and design have been referred to above with the built form of the development being accommodated within that area occupied by the existing complex of farm buildings and the touring caravans being secreted away on the lower lying land. The applicant anticipates that if the principle of the development is deemed to be acceptable then these particular issues of design and layout would be the subject of appropriate conditions by the Council
- 6) Similarly, given the location and proposed layout of the proposal it is maintained that there would be no conflict with adjoining land uses or occupants. The nearest residential properties are to the opposite (southern) frontage of Blackpool Road and at some 200m distant from the proposed caravans, with significant planting proposed on that intervening area there will clearly not be any detrimental impacts on the residential amenities of those properties.
- 7) Pre- application consultations with the Highway Authority have been a critical part of the development of this proposal. It will be noted from the accompanying response from the Highway Authority that the essential highway requirements to make this proposal acceptable can be accommodated within a 'safety scheme' which is currently being progressed by the County Council. Those requirements have duly been incorporated in the submission plans, including the closure of the existing substandard access to Little Tarnbrick Farm. Furthermore, the applicant has indicated to the County Council a willingness to negotiate a payment to the highway authority as a contribution to the works necessary to facilitate this planning application. Those negotiations have yet to be finalised but are ongoing.

- 8) There are no known problems relating to drainage arrangements or the provision of essential services to this proposal.

Conclusions

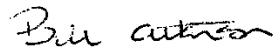
The Council acknowledges the need for further touring caravan provision in the borough and that need is perhaps becoming increasingly acute given the loss of such facilities, particularly in this locality, and including locations such as Ribby Hall.

This application has been developed in full consultation with Council and Highway Authority Officers and the submitted scheme has been tailored to meet the requirements of those consultees to be consistent with current policy. It is consequently suggested that the form and layout of the proposal can be readily assimilated in its countryside location.

As highlighted above, the proposal would appear to satisfy the seven key criteria as set out in Local Plan Policy TREC7 and the Council therefore is invited to give its support and favourable determination to a proposal which will clearly assist key objectives of its approved Tourism Strategy as well as helping to strengthen the viability of the local/rural economy. In employment terms it is anticipated that when fully operational the development would generate up to 10 jobs, comprising 2 full time and 7 or 8 part time employment opportunities.

Should further information or clarification be required then either the applicant or myself will be pleased to assist.

Yours faithfully



Bill Atkinson Dip T.P. M.R.T.P.I



FYLDE BOROUGH COUNCIL

Ms. Angela Walker
Cedar Ridge
Blackpool Road
Kirkham
PR4 2RJ

Our Ref: Touring Caravans
Your Ref:
Please ask for: pauln@fylde.gov.uk
Tel.: 01253 658440
Email: pauln@fylde.gov.uk
Date: 4th October 2004

Dear Ms. Walker

Proposed Little Tarnbrick Farm Caravan Park

Further to your recent correspondence seeking support for your proposed touring caravan park I am able to make the following points:

The Council's five year Tourism Strategy, published in 2001, identified an opportunity to provide sustainable rural developments. It also identified that attractions in the rural areas should be encouraged and promoted.

It recognised that the Fylde countryside is a largely untapped resource and the Government was committed to encouraging access to the countryside.

Specifically with regard to touring caravan parks the Strategy states:

'The large number of sites available for touring caravans and camping throughout Britain reflects the growth and importance of this sector. In Britain as a whole, 13 million people take holidays in caravans. One significant advantage of the tourism caravan site is that it can be developed without significant permanent environmental impact.'

Consequently one of the actions from the Tourism Strategy is to:

***Action Plan 5 (19)
Develop and promote caravan and chalet type accommodation wherever possible.***

The strategy makes it very clear that the above action should be made with due consideration of Policies TREC 6 and TREC 7 of the Local Plan.

Town Hall, Lytham St. Annes, Lancashire, FY8 1LW
Telephone: 01253 658658 Fax: 01253 713113 Web: www.fylde.gov.uk

I enclose a copy of the Tourism Strategy 2001 –2006 for your reference.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Norris', with a stylized flourish at the end.

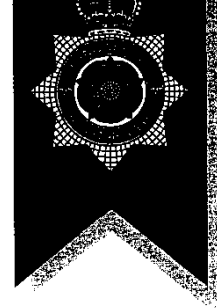
PAUL NORRIS
CULTURAL SERVICES MANAGER
Enc.

Lancashire Constabulary

Sergeant Peter Blackburn

Operations Support, Divisional Headquarters, Bonny Street, Blackpool FY1 5RL

Telephone 01253 604040 Fax 01253 604115



Date: 6th July 2005

Mrs K. Galloway,
L.C.C. Environment Directorate,
Guild House,
Cross Street,
Preston
PR1 8RD

Your Ref:

cc Angela Walker

Dear Mrs Galloway,

**RE: PROPOSED CARAVAN SITE -- LITTLE TARNBRICK FARM,
KIRKHAM**

Further to the site meeting held outside Little Tarnbrick Farm, Kirkham on Wednesday 29th June 2005, I have been contacted by David Boyden Price the partner of Angela Walker asking for written confirmation of the discussions at that meeting. I understand Angela Walker is the landowner.

In summary:-

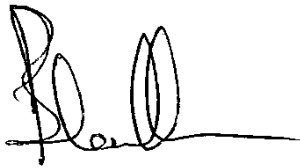
I was not in receipt of plans for this proposal but first got a brief sight of a plan whilst at the site meeting. Accordingly I was led to understand that a new entrance to the farm would be created where there currently exists a gap in the hedge formerly used by farm vehicles. This entrance will be large enough to accommodate long vehicles or indeed vehicles towing caravans or trailers and has a sufficiently wide diameter turning circle to allow this. I am further led to understand that the current existing entrance to the farm will be sealed up once the new entrance is open.

The sight lines for vehicles entering or leaving the site at the new entrance are ample and made more so by the recent reduction in speed limit along that section of road and the newly marked road surface. The removal of a tree and a length of hedgerow will assist those views. The road markings provide a suitable centre refuge for vehicles wishing to turn right into the site and the possibility of including traffic islands to further protect turning traffic was discussed. I am aware that some progress has been made in respect of this but consultation with other property frontagers is required.

Discussions took place concerning a security barrier that was to be erected within the grounds and placed a suitable distance within the site so as to discourage vehicles from protruding out onto the roadway whilst waiting to enter the site. It was agreed that the barrier could be placed a sufficient distance along the newly built driveway to ensure that no problems were encountered.

AIMING TO MAKE THE COMMUNITY FEEL SAFE, INVOLVED AND REASSURED

Yours Sincerely,

A handwritten signature in black ink, appearing to be 'P. Blackburn', with a long horizontal flourish extending to the right.

P. Blackburn

Development Control Committee

Wednesday 13th July 2005

Late Observations Schedule

Agenda Items

Schedule Items

| <u>Item</u> | <u>App No</u> | <u>Observations</u> |
|--------------------|----------------------|----------------------------|
|--------------------|----------------------|----------------------------|

- | | | |
|---|---------|---|
| 1 | 04/1041 | A further letter of objection has been received expressing concern that the ground conditions in this area are not suitable for a multistory building or under ground car parks and that other underground car parks in the vicinity have resulted in problems for adjoining property owners. |
|---|---------|---|

OFFICER NOTE: The Building Control Section have been consulted on this proposal and advise that the ground conditions in this locality are relatively good. The concerns that they have previously expressed relate to a lack of ventilation to the car park area and do not relate in any way to the ground conditions prevalent in the area.

- | | | |
|---|---------|---|
| 2 | 05/0317 | LCC Highways, I note that the applicant is willing to fund the provision of two traffic islands within the A 583 in the vicinity of the application site. The difficulty is siting them where they will be most effective and where all the premises which require access to and from the road will be able to turn to and from their properties. If, in the end, for whatever reason the islands cannot be physically provided, then I am happy to accept the proposal as per my existing comments. |
|---|---------|---|

Amend condition 11 to refer to site plan 05 705, SK-01 rev C, Dated the 7th July 2005.

- | | | |
|---|---------|--|
| 4 | 05/0385 | An additional objection letter in response to the amended plans. The letter is from the original objector who wishes to uphold their concerns and state that they still have deep concerns about the proposal because of its size, overlooking, overbearing, reduction in light to their garden and loss of privacy. |
|---|---------|--|

They reiterate the point that they would have no objection to a single storey proposal.

- | | | |
|---|---------|--|
| 5 | 05/0473 | One further letter of objection on same grounds as other letters and also commenting that there is a lack of facilities for additional children. |
|---|---------|--|

LCC comments on revised plans, Access to both Sunny Bank east and west will be beneficial for existing local residents as the traffic serving the site will be more dispersed. In any further reserved matters application there should be a pedestrian link through the site. This would be beneficial in terms of access to sustainable transport such as buses, trains and local facilities.

The footway on the eastern length of Sunny Bank to the west of Wellington Street and the surface of Sunny Bank in this locality need to be resurfaced.

I would suggest the imposition of two conditions to secure these works. (See conditions section)

No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off site works of highway improvement has been submitted to and approved by the Local Planning Authority.

Reason; 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.

No part of the development hereby approved shall be occupied until the approved scheme referred to in condition 4 has been constructed and completed in accordance with the scheme details.

Reason; In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

Our Ref:PK/TARN0905..kls

8 September 2005

Blackpool Road, Clifton Telephone
PRESTON Lancs PR4 0XN (01772) 684619
Email: sales@hymeruk.com Facsimile 671200
Website: www.hymeruk.com Workshops Fax 634014

To whom it may concern

Dear Sir / Madam

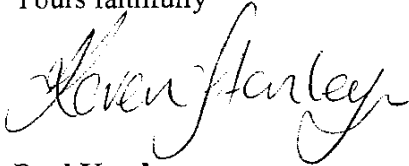
I can confirm that we receive a vast amount of enquiries for Touring Caravan / motorhome sites within Blackpool and surrounding areas. In our opinion there is a strong demand for sites of this nature:

Little Tarnbrick Farm
Blackpool Road
Preston
Lancashire
PR4 2RE

As a company we do hold two four day rallies per year, for our customers, both existing and new. In addition we often need to accommodate our customers overnight.

Having seen drawings of this site we believe that this would be an excellent site for us to use in the future, and would be happy to recommend it to our customers.

Yours faithfully



P.P. **Paul Kershaw**
Managing Director

Our Ref: PK/TARN0305..klj

30 March 2005

Blackpool Road, Clifton Telephone
PRESTON Lancs PR4 0XN (01772) 684619
Email: sales@hymeruk.com Facsimile 671200
Website: www.hymeruk.com Workshops Fax 634014

Fylde Borough Planner
St David's Road North
Lytham St Annes
Lancashire
FY8 2JS

Dear Sir / Madam

Little Tarnbrick Farm – Kirkham

I wish to lodge with you our acceptance as to the proposed plans for the touring caravan site at the above location by Angela Walker.

We feel this is a wonderful site for a touring caravan park. We often have people who stop on site to ask where the nearest or the nicest touring park is and as you know there is not one within close proximity to our organisation, this would therefore provide a welcome boost to the community.

We understand that the site is going to the rear of the land and there will be attractive plants and bushes to make the site attractive. We do feel that this is going to bring prosperity to businesses in the Kirkham area.

I trust this meets with your approval.

Yours faithfully

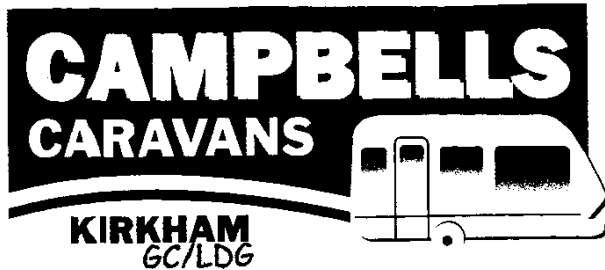


Paul Kershaw
Managing Director

NIESMANN

HYMER

Hymermobile Ltd. Registered Office: Blackpool Road, Preston. PR4 0XN Lancs. Regd. No. 927755



11th August 2005

TO WHOM IT MAY CONCERN

I wish to confirm that there is a very high demand for touring caravan sites within our surrounding area on Blackpool Road. We have numerous customers requesting sites around this area for weekend and weekly rentals over the summer months.

We would possibly fill this site from the telephone and shop enquiries we receive as well as all the new caravan sales. If you wish to discuss this with me further please do not hesitate in contacting me.

Yours faithfully


Glen Campbell

Blackpool Road, Kirkham,
Lancs. PR4 2RE

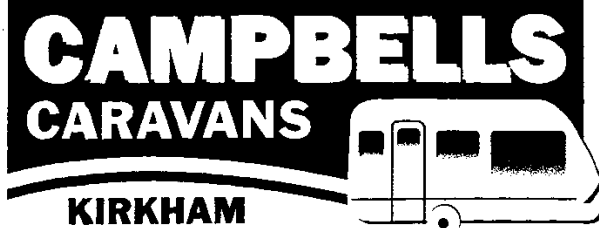
Tel: 01772 683868/685592

Fax: 01772 671840

E-mail: kirkham@campbellscaravans.co.uk

Web: www.campbellscaravans.co.uk

Directors: M.J. Campbell, G. Campbell, N. Lennighan, A.C. Hulme



Fylde Borough Council,
Planning Department
St Annes
Blackpool
Lancashire.

Dear Sir/Madam,

PROPOSED DEVELOPMENT - LITTLE TARNBRICK FARM

I wish to confirm that following consultation with Angela Walker, owner of the proposed development at Little Tarnbrick Farm, Kirkham we wish to confirm we have no concerns over this development being approved by the planning department for a touring caravan site and indeed we feel there is a need for this type of development in this area.

We receive on a weekly basis a number of enquiries as to the nearest local touring site in the area, and we feel this can only generate tourism and prosperity to the town of Kirkham which it greatly needs,

I can also state that the land in our opinion has in recent years been well maintained and well kempt.

Should you wish to contact us further please do not hesitate in doing so.

Yours faithfully



Glen Campbell

Blackpool Road, Kirkham,
Lancs. PR4 2RE
Tel: 01772 683868/685592
Fax: 01772 671840
E-mail: kirkham@campbellscaravans.co.uk
Web: www.campbellscaravans.co.uk

Directors: M.J. Campbell, G. Campbell, N. Lennighan, A.C. Hulme

**Fylde Borough Council
Planning department
St annes
Blackpool
Lancashire**

30TH March 2005

Dear Sir/ Madame

Ref: Proposed development – Little Tarnbrick farm

With reference to drawing 05-705, SK1 & consultation with the owners we feel that the proposed development is good for the local economy. As there is no other proposed type of business in the surrounding area.

As farming is in decline in this area and that the site is not economical to the farm , we feel it would provide local people with jobs other than in the high-tec industries and provide more business for existing services.



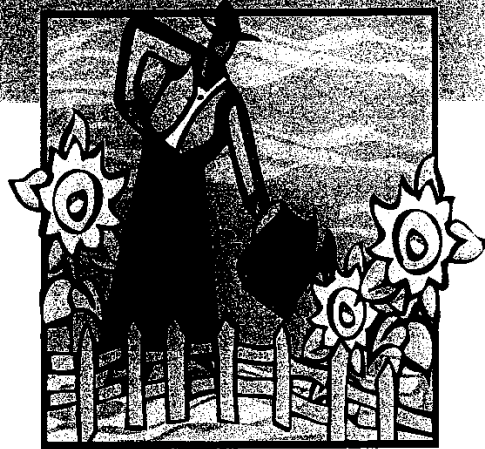
Should you wish to contact us further, please do not hesitate in doing so.

Yours faithfully,



J Wareing & Son (Wrea Green) Ltd.
Wrea Green, Preston, Lancashire PR4 2NB. Tel 01772 682 159 / 682 924. Fax 01772 671 071
Email sales@wareingbuildings.co.uk www.wareingbuildings.co.uk
For conditions of Sale see reverse

**BAMBER LANDSCAPES
4 REDCAR AVENUE
THORNTON/CLEVELEYS
LANCASHIRE**



TEL: 07973 153 812

18TH March 2005.

Dear Ms Walker,

In reference to our recent meeting at Little Tarnbrick Farm Kirkham I confirm that we are able to undertake the size of project discussed. And we would be happy to give you a full quotation for the work you wish undertaken.

As the work you require is an extensive project with a number of new plantations requested, once you have clear planning consent we will be happy to complete the quotation requested and give you a approximate costing, timescale and deailed drawing on plantation proposals.

I look forward to speaking with you in the future.

Regards

Jason Bamber

Item Number: 6

| | | | |
|---------------------------------------|---|-----------------------------|--------------------------|
| Application Reference: 05/0317 | | Type of Application: | Full Planning Permission |
| Applicant: | Ms Angela Walker | Agent : | MCK Partnership Ltd |
| Location: | LITTLE TARNBRICK FARM, BLACKPOOL ROAD, KIRKHAM, PRESTON | | |
| Proposal: | PROPOSED TOURING CARAVAN PARK, MANAGERS ACCOMMODATION AND ANCILLARY STORAGE | | |
| Parish: | Kirkham | Area Team: | Area Team 1 |
| Weeks on Hand: | 6 | Case Officer: | Mr D Shepherd |
| Reason for Delay: | Not Applicable | | |

Summary of Recommended Decision: That the application be Granted

Summary of Officer Recommendation

The application proposal is considered against the criterion contained within policies SP 2 and TREC 7 of the adopted Fylde Borough Local Plan, "Touring Caravan and Camping Sites".

It is your officers view that the application complies with all criteria contained within the aforementioned policies.

Reason for Reporting to Committee

Kirkham Town Council have requested a site meeting with the committee, Lancashire County Council Highways officers and the Town Council.
They object to the proposal on planning policy grounds (TREC 6), and on the basis that there are highway issues with the application.

Site Description and Location

The application site is within allocated countryside as defined on the local plan proposals map. More specifically, the main area proposed for the touring caravans is approximately 175 metres back from Blackpool Road in a "dip" in the field almost 3 metres lower than the land level adjacent to Blackpool Road.
The site is currently well screened by trees and hedging to the North, West and South sides of the area where the caravans would be sited, especially adjacent to the railway line.
There is substantial hedging running across part of the site affording some screening of the site from Blackpool Road.
There are some former agricultural buildings to be retained and converted and others that would be demolished.

Details of Proposal

The application is for a touring caravan site which could accommodate 80no touring caravans. In

addition would be Managers Accommodation in the form of a timber log cabin, refurbishment of existing buildings to provide storage facilities, a timber clad shop/office/reception building and purpose built shower/WC block building (again timber clad) There would be demolition of a number of redundant and untidy former agricultural buildings as well.
Access to the site would be via a new vehicular access off Blackpool Road. This would also serve as the access to Little Tarnbrick Farm, whose existing access would be permanently closed.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|--|-----------------|-------------|
| 01/0520 | DETACHED GARAGE AND STABLES TO SIDE OF DWELLING | Granted | 05/09/2001 |

Parish Council Observations

Kirkham Town Council

Object on the following grounds;

- Traffic grounds
- Not in line with planning policy, specifically TREC 6
- we wish there to be a site meeting with LCC Highways, ourselves and the planning committee.

Statutory Consultees

County Highway Authority

The improvements proposed on the revised plans in relation to access are acceptable. Land in front of the hedgerow should be maintained at ground level to ensure adequate visibility for vehicles entering and leaving the site. The existing entrance to Little Tarnbrick Farm shall be permanently closed off. Conditions re the above are necessary.
Standard highway alteration note is also applicable.

Network Rail

No objections, Standard conditions/notes requested.

Environment Agency

No objections

Observations of Other Interested Parties

None

Neighbour Observations

8no Letters of objection on the following grounds;

- traffic safety
- site waste management problems
- noise pollution
- possible increased crime levels
- it would have a negative impact on our property and possibly our lifestyle
- touring caravans will not assist Kirkham, it will only serve as a commuting location to other areas such as Lytham and Blackpool
- employment will be part time and many local businesses already find it difficult to recruit this type of labour locally
- there are several other businesses in this area and indeed one right opposite
- this would have a negative impact on the value of our property

- it is in the countryside
- light pollution
- if allowed, this business could expand and exacerbate all concerns previously mentioned
- the visual, open aspect over the fields would be reduced
- there is no need for a caravan park here
- the agricultural land is good and it could be a viable land holding. The current owner has not farmed the land
- there are plenty of caravan sites in the Fylde including Thornton, Pilling, Blackpool, Preesall, Out Rawcliffe, Warton, Poulton, Freckleton, Singleton, Kirkham and Hambleton
- electric and sewage are not sufficient on site for 80no caravans
- if farming is in such a bad state, does that mean that we will be seeing applications for other caravan sites, housing estates or car boot sales?

Relevant Planning Policy

Lancashire Structure Plan:

Policy 5 Development in Rural Areas

Fylde Borough Local Plan:

Policies SP 2, SP 5, SP 14 and TREC 7.

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPS 7: Sustainable Development and Rural Areas

PPG 21: Tourism

Environmental Impact Assessment

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

Comment and Analysis

The main issues with regard to the application are firstly the basic policy implications and secondly the impact of the proposals on highway safety.

In policy terms the proposal is a use that is appropriate in this location and which would help diversify the rural economy. Policy TREC 7 contains 8no specific criteria that need to be met in relation to Touring caravan and camping sites applications. I will go through the criteria in order;

- The site is not within greenbelt
- The proposal will not have any prejudicial affect on the character of the area
- The site is not at risk of flooding
- The development does not result in the loss of the best agricultural land
- The design and layout of the site and buildings is acceptable and the proposal includes appropriate landscaping (This is commented on further later on in the report)
- The proposal would not be detrimental to neighbours
- The site can be provided with safe and satisfactory vehicular access (LCC Highways have no objection to the application)
- Services can be provided at the site

The site is well screened already by mature tree's and hedging especially to the North, West and South boundaries and is in a "dip" on the site where the land is 3 metres lower than the land level at Blackpool Road. Additional tree and hedge planting would also take place on the site to add to the existing hedges and trees on site. As mentioned earlier in the report, the main area for the stationing of caravans would be approximately 175 metres from the main road and over 200 metres from dwellings

on the south side of Blackpool Road. The field between the proposal and the road would be left open and would have some additional planting carried out in it.

A large amount of the redundant and tatty former agricultural buildings will be demolished and the better ones (two only) would be retained and converted to storage use. This element would obviously be better visually as it would remove an eyesore from the site.

The access is satisfactory as proposed on the revised plans. The LCC Highways Officer initially had concerns regarding the access but the submission of the revised plans has removed her concerns and sufficient visibility is now provided and a 20 metre long "pull - off" the highway is to be constructed. These would be conditioned if approval is given. Standard notes are also to be added to the decision notice if approved.

The Highway Authority also request that the existing access to Little Tarnbrick Farm is closed off permanently. This can be achieved by condition and would be a "Grampian" type condition. This means that the closure of the existing access and the construction of the new one would have to be carried out before any other part of the rest of the development was commenced.

There is support for the application from various local businesses and these support letters are appended to this report. There is also a letter from a Planning Consultant on behalf of the applicant which outlines how he feels the proposal complies with adopted plan policies. This too is appended to the report.

In relation to some of the concerns of local residents that have not been covered already in the report, your officers would comment as follows;

- the proposal would create both full time and part time employment opportunities. Whether the applicant could recruit and retain appropriate staff is a matter for the applicant to consider and is not relevant to the application.
- mention has been made about the numerous caravan sites in "the Fylde". Clearly the majority of the areas mentioned are within the Boroughs of both Wyre and Blackpool and not in Fylde Boroughs area
- the caravan sites mentioned also include static caravan sites
- any potential for noise or light pollution has to be weighed up against the fact that the main area of the site is over 200 metres away from the houses to the south of Blackpool Road. There is a busy main road between the two which obviously generates a certain amount of traffic and creates noise anyway and there is street lighting on this stretch of carriageway as well
- if approval were to be granted and the applicant wished to make further applications to expand the site, this would have to be considered on the planning merits (plan policy, PPG's and other material considerations) at the time of any such application.
- comments that there is no need for a caravan site here. There is one touring caravan park in close proximity to the site to the rear of the Indian Restaurant across the road. This is a small site of 20 pitches with no facilities. The officer dealing with the application spoke to the owners of this site and it was confirmed that there is a good demand for touring sites here in this location. Their site is currently waterlogged on one half meaning that they can only accommodate half their normal numbers. As can be seen from the letter appended to the report from the Cultural Services Manager, the Council in the Tourism Strategy, acknowledge the fact that a large number of the population take caravan holidays and that the Council actively seek to develop and promote caravan and chalet type accommodation wherever possible.(also noting that "one significant advantage of the touring caravan site is that it can be developed without significant permanent environmental impact".)

The managers accommodation is proposed to be in a timber chalet (similar to those at Ribby Hall) This is thought to be the most appropriate form of accommodation as it is not permanent and could be removed from site in the event of closure of such a business (in line with policy SP 14 of the adopted Local Plan). Also, visually it is considered appropriate in this setting and is positioned to the rear of other existing buildings thus reducing it's visual impact.

Conclusions

The main issues as mentioned previously are compliance with plan policy and highway safety matters. Policy TREC 7 is specific to touring caravan sites and all the criteria contained within that policy can be met by this application.

LCC Highways officers have no objections to the scheme, subject to conditions being imposed.

In conclusion, your officers feel that on balance the application is acceptable and is therefore recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

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

3. The whole of the landscape works, as approved shall be implemented and subsequently maintained for a period of 10 years following the completion of the works. Maintenance shall comprise and include for the replacement of any trees, shrubs or hedges that are removed, dying, being seriously damaged or becoming seriously diseased within the above specified period, which shall be replaced by trees of a similar size and species. The whole of the planted areas shall be kept free of weeds, trees shall be pruned

or thinned, at the appropriate times in accordance with current arboricultural practice. All tree stakes, ties, guys, guards and protective fencing shall be maintained in good repair and renewed as necessary. Mulching is required to a minimum layer of 75mm of spent mushroom compost or farm yard manure which should be applied around all tree and shrub planting after the initial watering. Weed growth over the whole of the planted area should be minimised. Any grassed area shall be kept mown to the appropriate height and managed in accordance with the approved scheme and programme.

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

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

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

5. Before any other part of the development hereby approved is commenced, the existing access to Little Tarnbrick Farm shall be permanently and physically closed. Details of how this is to be achieved, including the reinstatement of the verge and kerb, must be submitted to and approved by the Local Planning Authority prior to any development taking place on the land. Such agreed works shall be carried out concurrently with the formation of the new access road.

To reduce the number of access points into the site and in the interests of Highway safety.

6. The visibility splay of 2.4 metres by 21.5 metres at the new access point as indicated on the approved plans, shall be kept clear of any trees, shrubs, signage or any structure or other object.

In the interests of highway safety to maximise visibility when leaving the site.

7. The existing hedge and one highway tree shall be removed in order to provide the visibility splay referred to in condition 6 of this approval.

In the interest of Highway safety to maintain a visibility splay.

8. The caravan site shall be closed for business and there shall be no caravans stored on the site from the 1st January to the 14th February in any year.

In the interests of visual amenity and to ensure that the site is not used as a permanent caravan site, and to comply with Policy TREC 7 of the adopted Fylde Borough Local Plan.

9. The Managers accommodation hereby approved shall be of a mobile home/sectional building sited on the land as opposed to a traditionally constructed, permanent building. Such a mobile home/sectional building shall only be sited on the land as long as the caravan site is in operation. If the use ceases, the mobile home/sectional building shall be removed from the site within 28 days of the business ceasing and the land reinstated to its previous condition.

The use of the land as a caravan site does not require the construction of a permanent building and also to be in accordance with policy SP 14 of the Adopted Fylde Borough Local Plan.

10. The materials to be used on the refurbishment of the buildings to be used for storage purposes must match those of the existing building[s] in the terms of colour and texture and samples of the materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of building operations and thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

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

11. This consent relates to the following plan[s] received by the Local Planning Authority,
- Location plan 05/705. LOC/01
 - Sectional plan 05/705. SK-02
 - Site managers accommodation 05/705. SK-03
 - Shop/Reception/Office 05/705. SK-04
 - Toilet/Shower building 05/705. SK-05
 - Site Layout Plan 05/705. SK-01 Rev B Dated 12th May 2005
 - Refurbishment of buildings 05/705. SK-021 Rev A Dated 12th May 2005

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

12. There shall be no area of retail sales of new or second-hand caravans upon the caravan site or any extension of the site.

To avoid a retail outlet aspect of development in what is a countryside area wherein such uses are deemed inappropriate.

13. All lighting on site shall be of a low level, bollard type with details of the structures submitted to and approved by the Local Planning Authority prior to its installation on site. Only such a form of lighting shall subsequently be installed on site.

High level lighting in this countryside location would be extremely obtrusive and out of character.

14. Prior to any development commencing, full details of all new/proposed means of enclosure to the site shall be submitted to and approved by the Local Planning Authority. Only such approved means of enclosure shall be erected on the site.

In the interests of visual amenity in this countryside location.

15. Prior to development commencing, details of the proposed bin stores shall be submitted to and approved by the Local Planning Authority. Only such approved bin stores shall be erected on site.

In the interests of visual amenity in this countryside location.

16. The Managers accommodation hereby approved shall only be occupied by someone actively involved in the day to day management and operation of the caravan site.

The managers accommodation is approved as an exception to normal policies of restraint in the countryside having regard to the provisions of Policy SP 14 of the Adopted Fylde Borough Local Plan.

17. All the existing trees and hedging on the site shall be retained as part of the overall landscaping of the site.

In the interests of visual amenity in this countryside location.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP2, SP5, SP 14 and TREC 7.

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1, PPS 7 and PPG 21.

MORLEY MARKET RESEARCH UK

409 BLACKPOOL OLD ROAD POULTON LE-FYLDE LANCs FYE 7LT TEL: 01253 301312/07973 259468

Mrs A. Walker
10 Elmslie Gardens
Blackpool
Lancashire
FY3 9FY

13th September 2005

Dear Mrs Walker,

Please find enclosed the report you requested for your proposed caravan park at Blackpool Road, Westby, Preston.

I trust this report is satisfactory to your requirements. However if you require any additional information added which I am able to provide please do not hesitate in making contact with me.

Yours faithfully



M.M. Morley



DEMAND AND SUSTAINABILITY REPORT

LITTLE TARNBRICK FARM WESTBY PRESTON

My services have been requested by Ms Angela Walker to conduct a local survey researching the demand for Touring Caravan sites around and within close proximity to **Blackpool Road, Westby, Preston.**

The participants surveyed were a mixture of touring caravan site owners, site managers and staff and holiday caravanner's. Out of 200 participants who took part in our research, they all had a particular interest in the caravan industry either as a service user, or a service owner or employee. Most of the service users seemed to be regular visitors to the the Fylde. They had travelled from all parts of England, Scotland and Wales, there was a mixture of ages and families interviewed. Some users often returning to the Fylde at least twice each year.

The theme throughout the participants surveyed showed greatly that people from different walks of life enjoy different hobbies and leisure pursuits. Some service users were here simply to enjoy a break, some were visiting family or friends, some attending various shows throughout the year ie. Flower show, horse shows or agricultural events.

QUESTIONS

(A) Do you feel that there is a demand for touring caravan sites within the surrounding locations (within a 3 mile radius)?

(B) This site is situated in close proximity to a major rural town (Fig 1) with chemists, G.P. services and a local supermarket and many other various services and retailers. Would you determine this site to be in a sustainable location? (Close proximity determined as being, 3 minute car journey, 10 minute walk, access to bus routes and taxi services)

(C) What are the 2 most important factors when deciding where you will locate your caravan for a stay?

RESULTS

(A) From the participants surveyed 100% stated there was a demand for Touring sites within the surrounding locations as they felt it was beneficial to them as caravan users to have 'choices', but there was very little to choose from within the area, as some did not allow children on site, and some were full with no vacancies for most of the season.

(B) Of all participants surveyed 100% unanimously stated the rural location and services available in the immediate surrounding areas. Many clearly stated that simply driving a 3 minute drive, or walking for 10 minutes to a supermarket, chemist, or hardware shop as being in an extremely sustainable location.

(C) 100% of participants surveyed stating that 'facilities available' were one of the main factors of their decision. This being shower and toilet facilities being provided and in good and clean condition throughout, with clean running water available. The facility of an on-site shop also showed to be an added bonus.

82% of participants surveyed stated that being located in near proximity to major roads and networks for easy vehicle access. And that they enjoyed being within short travelling distance of the seaside, but did not wish to stay directly on the Promenade, or town centre. None of the service users asked felt that a site within the location detailed was in any way unsustainable

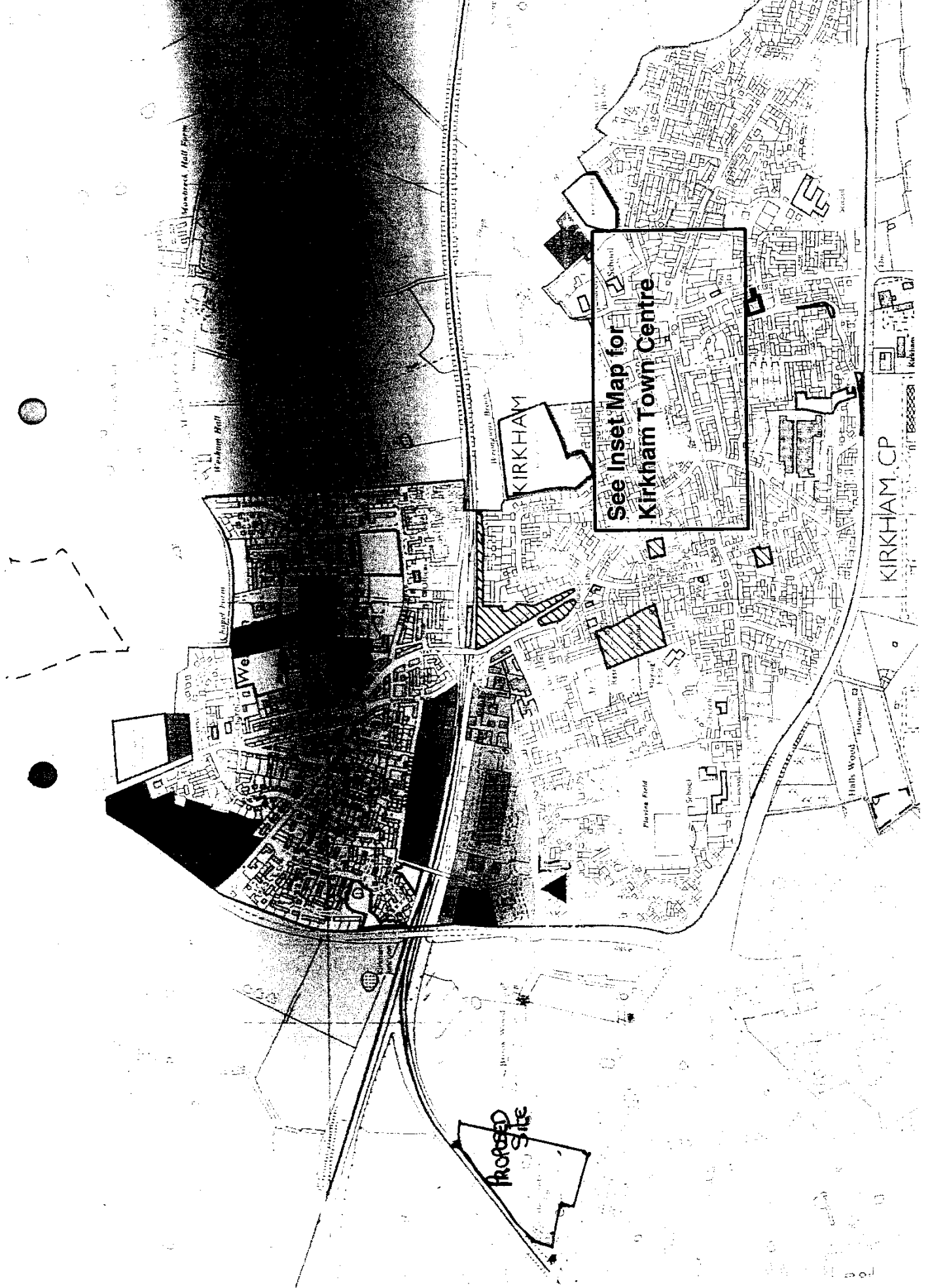
CONCLUSION

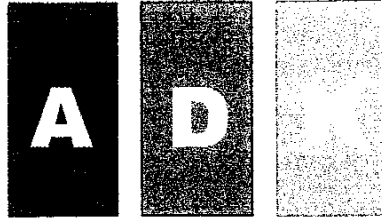
Overall the general consensus from the service users and service providers is that there remains a very strong demand within the Westby Preston area for Touring Caravan Parks, and that the demand is growing year on year. Service users feel they liked to have a variety of locations to choose from, with varying facilities.

Most of the 200 participants interviewed felt it was important that a site was in close proximity to essential user services such as shops, easy access to major roads, and health facilities seemed important particularly with the retired service users.

In general terms the service users who are the main priority and the target of this research feel demand and ability to sustain a touring site remains in strong demand. Although caravan breaks and holidays do not suit everyone there is a large proportion of the population that enjoys this type of holiday or break more than any other type of holiday, and the number of caravan owners is increasing year on year. It must also be noted that the particular site, from the plans provided is not visible to the eye from the roadway so it makes this particular site like a small community which is appealing to caravan users.

From the list provided of sites within the local vicinity there is not a great deal of choice of touring caravan sites. Photographic evidence will provide substance that there is a demand as several sites which we visited either had 'no vacancies' or were full. As with many businesses especially within the travel industry there are highs and lows throughout the year, with peaks being more prominent throughout the summer months, and the children's school holidays.





ENVIRONMENTAL
MANAGEMENT

ENVIRONMENTAL EVALUATION OF PLANNING APPLICATION

**Little Tarnbrick Farm, Blackpool Road, Kirkham,
Preston, Lancashire**

[BNG SD 404324]

August 2005 (Version 1.0)

ENVIRONMENTAL EVALUATION OF PLANNING APPLICATION FOR:

Little Tarnbrick Farm, Blackpool Road, Kirkham, Preston, Lancashire.

Client

Ms A Walker
(Site owner and Planning Applicant)
Little Tarnbrick Farm
Blackpool Road
Kirkham
Preston
Lancashire

Report commissioned by

MCK Partnerships Ltd.
48 Watling Street Road
Fulwood
Preston
PR2 8BP

Survey & Report Author(s)

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L. Gorman BSc (Hons) Environmental Management AIEEM
Associate Project Ecologist

L. King DMS MBA BSc Quality Management
Quality Assurance Manager

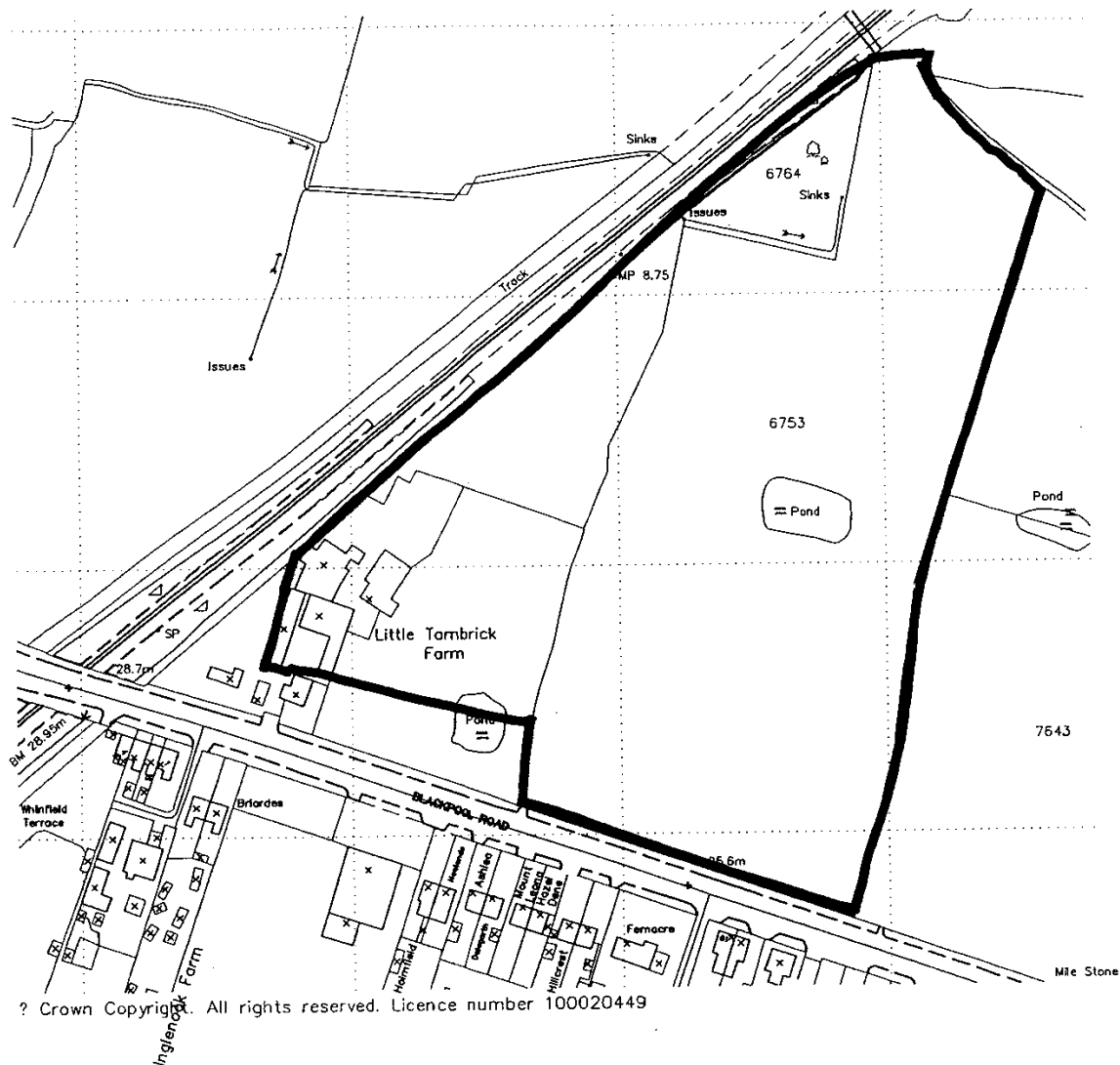
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Draw. Name & Location: 2: PROPOSED JOB FILE 2004 MINOR WORKS\05_705 LITTLE TARNBRICK FARM\SITE\05 plan Little Tarnbrick Farm, Blackpool Road, Kirkham, Lanc.

Job Title
LITTLE TARNBRICK FARM - Proposed 80no. Touring Caravan Park
Drawing Title
Location Plan

| | | |
|--------------------------|------------------------------|-----------------------------------|
| Original Scale 1:2500 | Drawn MCK Date Mar 05 | Drawing Status PLANNING |
| Job No. 05_705 | Drawing No. LOC/01 | Rev. |

Environmental Evaluation of Planning Application

| | |
|----------------------------|---|
| LOCATION: | Little Tarnbrick Farm, Blackpool Road, Kirkham, Preston. |
| BNG: | SD 404324 (Map Co. 340486, 432476) |
| DESCRIPTION: | Proposed Touring Caravan Park, Managers Accommodation and Ancillary Storage. |
| APPLICATION NUMBER: | 05/0317 |
| DATE OF DECISION: | 13 July 2005 |

GENERAL OVERVIEW

The Fylde Borough Council (FBC) has refused permission in pursuance of the provisions of The Town and Country Act 1990 for the above development.

Permission was refused for the following reasons;

1. The applicant has failed to adequately demonstrate that there is any proven need for any additional touring caravan sites in this area of the borough. As such the proposal would be contrary to Policy TREC 7 of the adopted Fylde Borough local plan.
2. The proposed caravan site, being located in a position that is remote from any services and facilities, would represent an unsustainable form of development. The absence of any dedicated pedestrian crossing facilities would result in any pedestrians from the development site being placed in conflict with vehicular traffic using the busy A583.
3. The proposal would result in the introduction of additional traffic which would have a detrimental environmental impact on neighbouring occupiers.

My comments on the above are as follows;

- a. In respect to 1 above it would appear to be extremely difficult to adequately demonstrate the proven need or otherwise, for additional touring caravan sites in this area of the borough as no formulae appears to exist in order to measure this need.

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E. adk@adk-environmental.co.uk

- b. In relation to reason 2 above, by definition a touring caravan site could be argued to be a site of transitional activity and transient in nature.

The absence or otherwise of any dedicated pedestrian crossing facilities would not be an issue as touring caravans tend to carry on-board provisions. Many modern touring caravans now contain fridges for food storage and most have facilities and adaptations to carry bicycles.

- c. In relation to the statement of adding additional traffic which would have a detrimental environmental impact on neighbouring occupiers, my feeling is that this amount of anticipated additional traffic on this particular part of the main A583 arterial road serving Blackpool and the Fylde Coast, Preston, the M55 and M6 motorways would present an insignificant environmental impact especially on neighbouring occupiers bearing in mind the site description and location, please refer to Appendix 1 – Location map.

Lancashire County Council (Environment Directorate) have confirmed traffic flows on the A 583 east of Peel Corner towards Preston as 19,248 vehicles per day (7 day / 24 hour average) as at November 2004, and 20,656 vehicles per day on a 5 day / 24 hour average.

These figures present an accurate measure of traffic along the stretch of the A 583 on which the proposed touring caravan site is situated at Little Tarnbrick Farm. It should be borne in mind that this stretch of road between Peel Corner and the Wesham roundabout is bordered by farmland mainly with only the A 585 (Wesham to Fleetwood) and B5259 and B5260 side roads offering detours from the A 583.

The amount of traffic movement accessing and exiting the A583 from the proposed touring caravan site of 80 vehicles maximum would not be significant with regards to the figures quoted above from LCC. Assuming a 10 per cent mobility of tourers (8 vehicles) per day, the site would significantly change its visiting tourers every week. These tourers could be expected to arrive at, and leave site, on a staggered basis throughout the day and not all at once.

An estimated number of 8 vehicles per day measured against a counted average number would only add 0.04 and 0.03 per cent respectively to the total traffic volume at any one time using the LCC figures above.

These very small increases in traffic flow would not have any adverse or detrimental effect in environmental noise or exhaust pollution.

Indeed, using the worst case scenario of all 80 vehicles accessing and leaving the site during the course of the same 24 hour period would account for an increase in traffic flow of 0.4 per cent and 0.38 per cent respectively, levels which in terms of environmental impact, are similarly insignificant.

I note with interest that your officers having viewed the application in full were of the view that the application complied with all the criteria contained within local policies SP2 and TREC7 of the adopted Fylde Borough local plan "Touring caravan and camping sites". However it appears that Kirkham Town Council objected to the proposal on planning grounds TREC6 and on the basis that there were "highways issues" with the application.

It must be assumed that officers scrutinising this application had fully considered the implications that;

- i. the proposal fully met planning policy guidelines, and
- ii. no highways issues were envisaged, particularly bearing in mind traffic-calming measures that have been put in place on the A583 over recent time.

In relation to comments from local statutory consultees the improvements proposed on the revised plans in relation to access were acceptable to the County Highway Authority. No objections were received from Network Rail and the Environment Agency. There were no observations from other interested parties. However, 8 letters of comment and observation were received from neighbours.

Areas of objection were as follows;

- traffic safety
- site waste management problems
- noise pollution
- possible increase crime levels
- negative impact on property and lifestyle
- it's in the countryside
- light pollution
- the visual open access over the fields would be reduced
- there is no need for a caravan park here

There were also associated comments in the same ilk.

In policy terms the proposal is a use that is appropriate in this location and which would help diversify the rural economy.

Policy TREC7 contains eight (8) specific criteria that need to be met in relation to Touring Caravan and Camp site applications. The application fully meets these criteria.

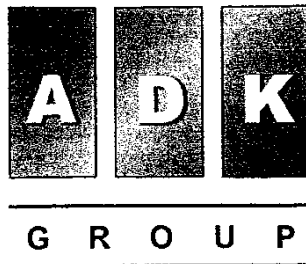
It would appear to me to be both unwise and unfair, if not monopolistic, to deprive any landowner from developing a sustainable local tourism and leisure industry bringing holiday makers into the rural Fylde area.

So far as the comments from neighbours are concerned I would add the following regarding the proposed site and location. "The site is well screened already by mature trees and hedging especially to the north, west and south boundaries and is situated in a 'dip' on the site where the land is 3 meters lower than the land level at Blackpool Road. Additional tree and hedge planting would also take place on the site to add to the existing hedges and trees on-site. The main area for the stationing of caravans would be approximately 175 metres from the main road and over 200 metres from dwellings.

Finally I would reiterate that the County Highway Authority were completely satisfied with the proposals for the site, the Environment Agency had no objections, and Council officers who are used to dealing with Planning Applications and the Planning and Policy Guidelines within which applications have to be considered, recommended that the original application be granted.

In summary therefore, it is my opinion that there would be no deleterious environmental or highway impacts arising from the granting of this application. Reference to the enclosed Appendix would indicate a sparsity of neighbours adjoining the proposed development site. The proposed development would not prejudice visual amenity or the character of the countryside and the proposed site would be fully supervised and subject to local security arrangements.

[ends]



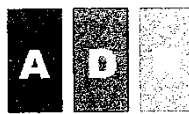
For further copies of this report or for more information on this project or on our services, please contact:

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QUALITY
MANAGEMENT

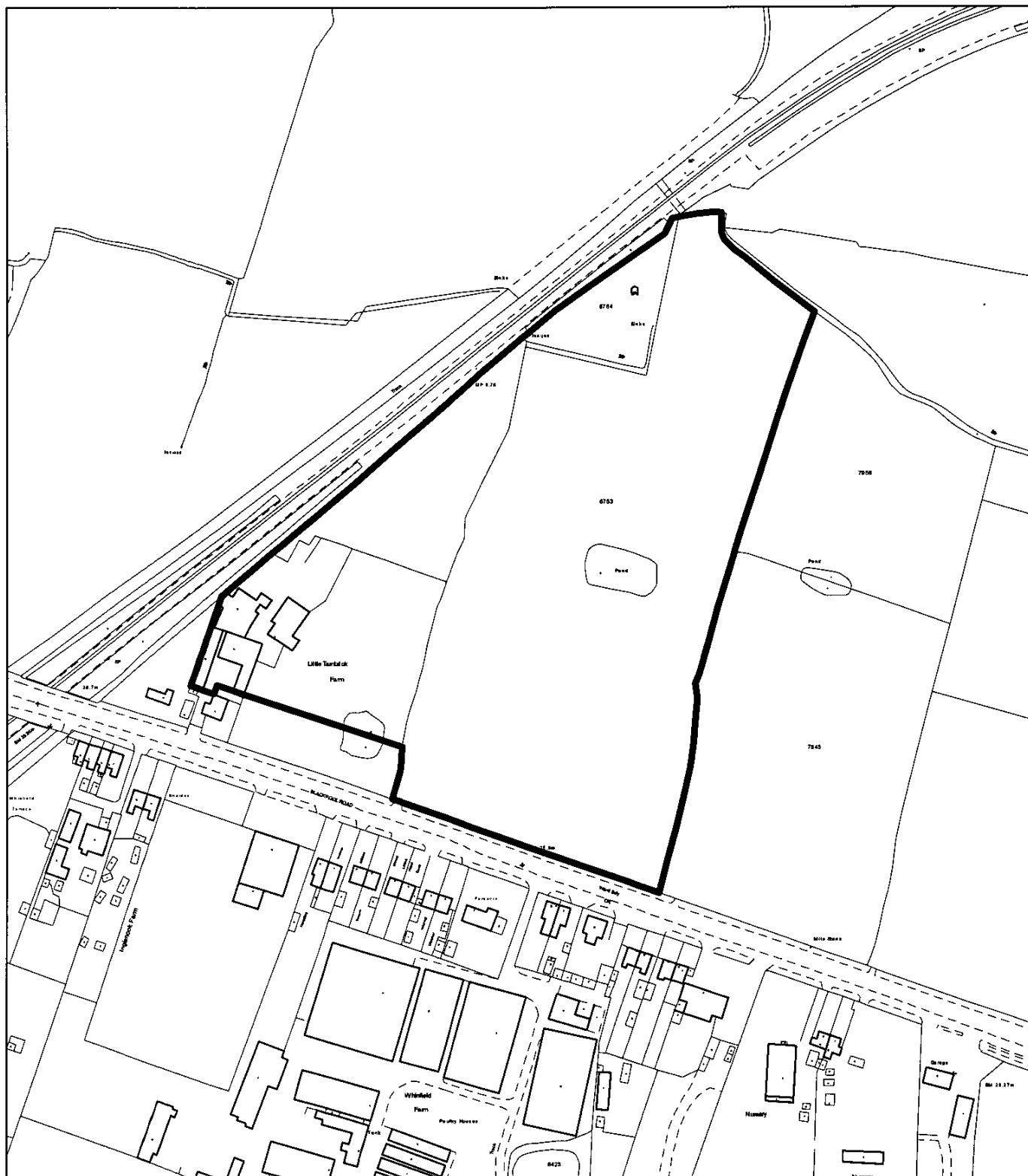


ENVIRONMENTAL
MANAGEMENT



HEALTH
AND SAFETY

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| Application No. 5/05/0878 | Address Little Tarnbrick Farm Blackpool Road, Kirkham | Grid Ref. E.3406 : N.4325 | Scale N.T.S. | Item No. 6 |

Item Number: 7

| | | | |
|-------------------------------|---|-----------------------------|--------------------------|
| Application Reference: | 05/0900 | Type of Application: | Full Planning Permission |
| Applicant: | Mr & Mrs Vernon | Agent : | Mr J Whiteside |
| Location: | 7 THE MEADOWS, ELSWICK, PRESTON, PR4 3US | | |
| Proposal: | EXTENSION TO EXISTING DORMER AND NEW PITCHED ROOF TO REPLACE EXISTING FLAT ROOF | | |
| Parish: | Elswick | Area Team: | Area Team 2 |
| Weeks on Hand: | 4 | Case Officer: | Mrs J Cary |
| Reason for Delay: | N/A | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal would not result in a detriment to the character of the dwelling or the character of the area, and is therefore in accordance with Policy HL5 of the local plan in respect of extension to dwellings. Members are therefore recommended to approve the application.

Reason for Reporting to Committee

The Officers recommendation of approval is contrary to that of the parish council.

Site Description and Location

The property is one half of a pair of semi-detached dormer bungalows, located in an area of mixed house types on The Meadows, Elswick.

Details of Proposal

Proposed extension of an existing dormer to the front elevation measuring 2m wide. A sloping roof is also proposed over the existing roof slope, to tie into the existing ridge.

Relevant Planning History

None

Elswick Parish Council

The Council have concern over the effect upon the street scene owing to the proposed extension being on the front elevation of the dwelling. The surrounding dwellings are all broadly similar in appearance and the alterations to the frontage of this house may adversely affect the overall character and appearance of the locality. This may be compounded by the fact that the adjoining dwelling has a flat roof and an identical dormer to the application site. The proposal to extend the dormer and form a

pitched roof will result in an asymmetrical frontage to this pair of dwellings.

Statutory Consultees

N/A

Observations of Other Interested Parties

N/A

Neighbour Observations

None received.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:
Policy SP1 and HL5

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Environmental Impact Assessment

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

Comment and Analysis

The main issues are whether the proposal is in keeping with the character of the area and whether there is any impact on the street scene or neighbouring properties.

Policy HL5 is application subject to 5 criteria being met:

Criteria 1 - impact on street scene - there are many dormers within the vicinity of the application site, of varying designs, sizes etc. This extension would not be out of keeping with the character of the area.

Criteria 2 - impact on neighbouring properties - there is no impact on adjacent residential properties as a result of the proposal.

Criteria 3, 4, 5 are all met.

The Parish Council have raised concerns over the proposal in terms of the adjoining dwelling having a flat roof, small dormer, and that this proposal will result in an asymmetrical frontage to this part of dwellings. It should be noted that there are a variety of house types in the vicinity of the application site, of differing dormers. Whilst this proposal would result in a wider dormer, and a pitched roof when compared with the adjoining property, it is not considered so harmful so as to warrant a refusal of the application.

Conclusions

The application is compliant with Policy HL5 of the local plan and the application is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 3 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

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

To ensure visual harmony in respect of the overall development.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

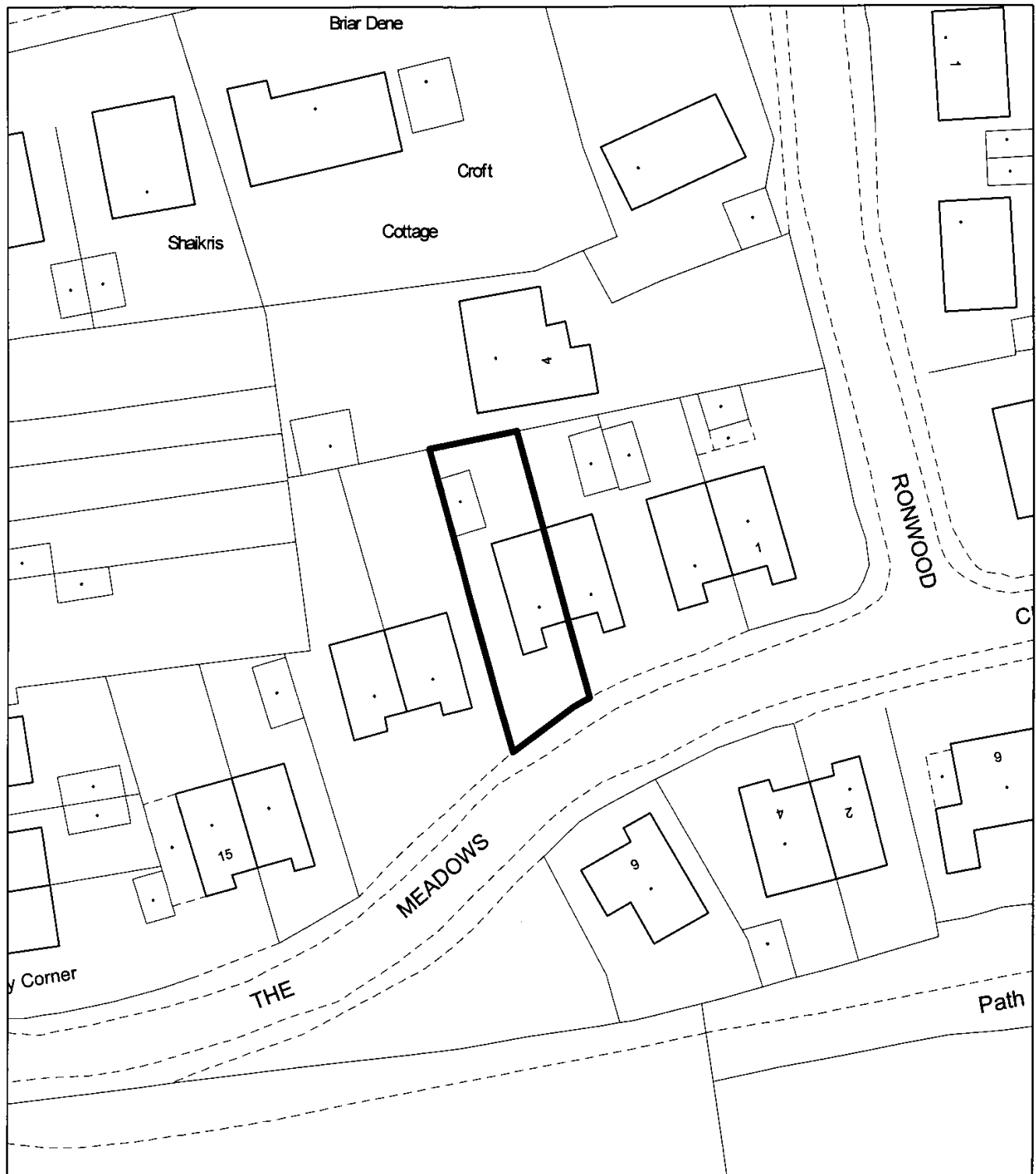
The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP1, HL5

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1



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| Application No. 5/05/0900 | Address 7 The Meadows Elswick | Grid Ref. E.3418 : N.4383 | Scale N.T.S. | Item No. 7 |

Item Number: 8

| | | | |
|---------------------------------------|---|---|----------------|
| Application Reference: 05/0907 | | Type of Application: Change of Use | |
| Applicant: | Mr Harold Butler | Agent : | Ms Mary Miller |
| Location: | CLIFTON BANK, PLUMPTON LANE, GREAT PLUMPTON, WESTBY | | |
| Proposal: | CHANGE OF USE FROM CATTLE SHED TO STORAGE USE. | | |
| Parish: | Westby with Plumpton | Area Team: | Area Team 1 |
| Weeks on Hand: | 4 | Case Officer: | Mr D Shepherd |
| Reason for Delay: | | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal is considered to comply with all relevant development plan policies and as such is recommended for approval.

Reason for Reporting to Committee

This application is on Committee as the applicant is Councillor Butler.

Site Description and Location

The property and application site are located within designated Countryside at Great Plumpton. The property is on the outskirts of the village.

Details of Proposal

The application is for a change of use of an existing steel framed agricultural cattle building for storage use. The building is located in the farm yard. This building has not been used for the storage of cattle for nearly 12 months and the yard area in front of the building is currently being utilised for parking vehicles.

The building is proposed to be used for storage under Classes B1 and B8, and is initially going to be used for storing classic and vintage cars. This is a project to assist in diversification of the farm income. This farm has already diversified and has a small touring caravan site.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|------------------------------|-----------------|-------------|
| 00/0724 | GENERAL PURPOSE AGRICULTURAL | Granted | 03/01/2001 |

| | | | |
|---------|--|------------------------|------------|
| 04/0470 | BUILDING (NON LIVESTOCK) CERTIFICATE OF LAWFULNESS FOR STORAGE OF TOURING CARAVANS | Approve Certificate | 25/06/2004 |
| 88/0290 | NEW FARM ACCESS & GATE | Granted | 15/06/1988 |
| 95/0349 | EXTENSION TO HAY BARN | Granted | 19/07/1995 |

Parish Council Observations

Parish Council - Views awaited, consulted on 27th September 2005

Statutory Consultees

County Highways -

"The proposed change of use is likely to generate less traffic than is currently the case with previous use. The cattle shed could store up to 20 vehicles. A rough estimate is that the proposed vehicle movements would fall from 650 per year to 100 per year.

On this basis I have no highway objections to the proposal."

Observations of Other Interested Parties

N/A

Neighbour Observations

None

Relevant Planning Policy

Joint Lancashire Structure Plan:

Policy 5 - Development in rural areas

Fylde Borough Local Plan:

SP2 - Development in rural areas

SP5 - Conversion of existing buildings outside settlements to commercial use

SP9 - Commercial uses within rural areas

EMP4 - Buffer zones and landscaping on industrial estates

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPS7 - Sustainable Development in rural areas

Environmental Impact Assessment

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

Comment and Analysis

The main issues for consideration in this application relate to the impact the proposed use will have on

the character and amenity of this rural area and on neighbouring residents.

The proposed storage will be sited within an existing agricultural building within the farm yard, and as such will create no worse a visual impact onto the surrounding countryside than currently exists. There is no requirement for any additional construction or alterations to the main building as the report submitted with the application states that the redundant building is of good repair and well suited to the proposed use, and as such the proposal is considered to ensure the visual appearance and existing character of this rural location.

The building is located to the East of the main dwelling and is well screened on all sides by existing planting and hedging, this will further assist in ensuring that this building is well screened to the Countryside and further minimises any possible visual impacts created by the storage and movement of vehicles.

The building is in excess of 50 metres away from any residential properties which is clearly in accordance with the 30 metre requirement as set out in policy EMP4. The storage of vehicles or other items within this building will not be considered to have any detrimental impacts on neighbouring residential properties by way of visual or noise impact, partly due to the substantial distance between the application site and the neighbours, but also because of the screening along the boundaries which ensures that this building and any proposed use will have no detrimental impacts to the other residents of Great Plumpton.

PPS7 encourages applications for diversification of farms so long as there are no detrimental impacts on character of the Countryside, neighbours and that adequate and safe vehicular access can be provided. Lancashire County Highways have considered the proposals and clearly feel that the existing access will be suitable for the proposed use, and are pleased with the reduction and type of vehicles which will be travelling along Plumpton Lane. This proposal is considered to comply with all these requirements and as such is recommended for approval.

Conclusions

The proposal is considered to have no detrimental visual impacts on the Countryside or on nearby neighbouring properties and as such is considered to be an acceptable within this rural locale and as such is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. No external storage (including goods, vehicles, scrap or waste) shall take place outside the buildings

In order to preserve the character of this rural location.

3. Prior to being discharged to any water course, surface water sewer or soakaway system, all surface water from parking and maneuvering areas shall be passed through trapped gullies with an overall capacity which shall first have been agreed in writing by the Local Planning Authority.

In order to avoid pollution of the water environment.

4. No development approved by this permission shall be commenced until a scheme for the conveyance of foul drainage to a private treatment plant has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until the treatment plant has been constructed and completed in accordance with the approved plans.

In order to avoid pollution of the water environment.

5. Prior to the commencement of development, details of a scheme of off site highway improvements incorporating localised widening of West Moss Lane, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented to the reasonable satisfaction of the Local Planning Authority prior to the change of use hereby approved first coming into use.

In the interests of highway safety.

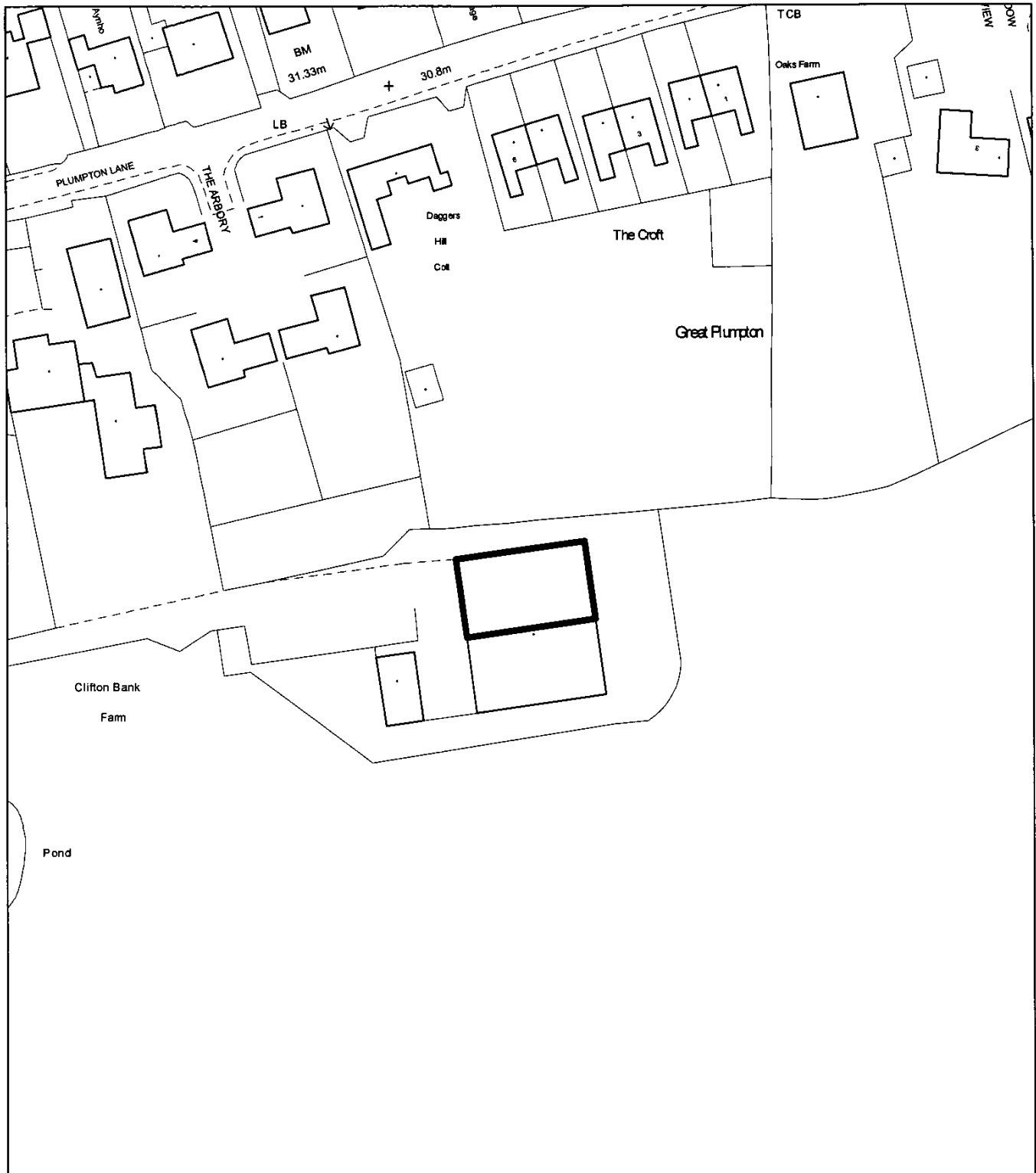
REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

Fylde Borough Local Plan: SP2, SP5, SP9, EMP4
Joint Lancashire Structure Plan: Policy 5
PPG's/PPS's: PPS1, PPS7



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

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Application No.

5/05/0907

Address

Clifton Bank
Plumpton Ln, Gt Plumpton

Grid Ref.

E.3384 : N.4332

Scale

N.T.S.

Item No.

8

Item Number: 9

| | | | |
|---------------------------------------|---|-----------------------------|-----------------------------|
| Application Reference: 05/0910 | | Type of Application: | Full Planning Permission |
| Applicant: | Partington Holiday Centres Ltd | Agent : | Barden Planning Consultants |
| Location: | WINDY HARBOUR, WINDY HARBOUR HOL PARK, LITTLE ECCLESTON, PRESTON | | |
| Proposal: | CHANGE OF USE OF TOURING PITCHES TO SITE FOR 54 SEASONAL HOLIDAY CARAVANS | | |
| Parish: | Singleton | Area Team: | Area Team 2 |
| Weeks on Hand: | 4 | Case Officer: | Mrs J Cary |
| Reason for Delay: | | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal meets the requirements of Policy TREC 6 of the Local Plan and does not result in a development which is harmful to the character of the countryside. Subject to appropriate conditions in terms of restriction on use, the application is recommended for approval.

Reason for Reporting to Committee

Due to previous committee decision in relation to caravan parks in the area.

Site Description and Location

The site is Windy Harbour Holiday Park, Singleton which is located off Windy Harbour Lane. The site is adjacent Bankfield Farm, the site which has planning permission for a golf course and leisure facilities etc.

Details of Proposal

The application is to change the use of an area currently used as touring pitches to site 54 seasonal mobile home holiday caravans. The internal access roads are already in place, although it is proposed to slightly re-align two parts of it. An existing amenity block would also serve this area and existing tree-planting and landscaping will be enhanced. The land in question is to the south east corner of the holiday park, adjacent to Bankfield Farm, referred to above.

Relevant Planning History

| Application No | Development | Decision | Date |
|-----------------------|---|-----------------|-------------|
| 01/0838 | SINGLE STOREY EXTENSION TO REAR OF ADMIN. BLOCK | Granted | 30/01/2002 |

| | | | |
|---------|--|---------|------------|
| 04/1232 | ERECTION OF 3NO. SINGLE STOREY EXTENSIONS DOR BEER STORE, SPA POOL AND SAUNAS. | Granted | 14/02/2005 |
| 91/0028 | BAY WINDOW EXTENSIONS TO CLUBROOM AND SINGLE STOREY | Granted | 27/03/1991 |
| 95/0076 | PROPOSED CLUB ROOM FOR HOLIDAY VISITORS | Granted | 29/03/1995 |
| 96/0486 | ERECTION OF WOODEN SECTIONAL BUILDING FOR USE AS | Granted | 14/08/1996 |
| 98/0129 | EXTENSION TO CLUB HOUSE FAMILY ROOM | Granted | 22/04/1998 |

Parish Council Observations

Singleton Parish Council
Views awaited

Little Eccleston Parish Council
Views awaited

Statutory Consultees

N/A

Observations of Other Interested Parties

None

Neighbour Observations

Any views to be reported.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 5

Fylde Borough Local Plan:
Policy SP2, TREC6

Other Relevant Policy:
PPS1: Delivering Sustainable Development

Environmental Impact Assessment

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

Comment and Analysis

The main issue in terms of this proposal are whether the application complies with Policy TREC 6 of the Local Plan, in respect of replacing existing touring caravans with static caravans, and is subject to certain criteria being met.

The site is currently used for touring caravans and is therefore already an integral part of the holiday

park. There will remain, touring pitches for 83 units, together with extensive camping facilities. To replace existing tourism caravans with static caravans, obviously, the static caravans have more of a visual presence and are sited all year round (notwithstanding the occupancy restriction). In assessing such proposals therefore, the visual impact of such a proposal requires careful consideration. The site is currently surrounded by landscaping consisting of mature trees and shrubs, privet hedges and earth mounds. As such, this area of the holiday park is well-screened from surrounding areas. It is also proposed to enhance this landscaping and fill in any existing gaps, particularly in the existing hedges. The internal roads are already present within this area, and with the exception of a small area of alignment, there would not be a requirement for any additional ancillary development associated with this proposal.

The Policy also requires that the siting of static holiday caravans and chalets as replacements for touring caravans on existing caravan sites will only be permitted provided that the proposal development would not result in a deficiency of touring caravan pitches in the locality. The applicant has submitted supporting information in relating to levels of occupancy at both the application site, together with a selection of 5 other sites within the Borough. The levels of occupancy range from 6% to 82%, although the higher figure was on the 27th August, which is obviously the peak of the summer, school holidays, and bank holiday week-end. The majority of the occupancy rates were well below 50% in the months of June, July and the beginning of August. There is therefore, a large unused capacity for much of the year, both at the application site, and other sites within the Borough.

Conclusions

In conclusion, it is your officers opinion that the proposal to change an existing area of touring pitches to static pitches, would comply with the Policy TREC 3 of the Local Plan, and would not give rise to a significant impact upon the character of the countryside area. The application is therefore, recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 3 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

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

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

3. Landscaping, including hard surface landscaping shall be carried out and preserved in accordance with a scheme and programme which shall be submitted to and approved by the Local Planning Authority before any development is commenced. Specific details shall include finished levels, means of enclosures, car parking [as applicable] hard surfacing materials, minor artifacts and street furniture, play equipment, refuse

receptacles, lighting and services as applicable soft landscape works shall include plans and written specifications noting species, plant size, number and densities and an implementation programme. The scheme and programme shall thereafter be varied only in accordance with proposals submitted to and approved by the Local Planning Authority and such variations shall be deemed to be incorporated in the approved scheme and programme. The approved landscaping scheme shall be implemented in a timetable of planting to be agreed in writing with the Local Planning Authority but which in any event shall be undertaken no later than the next available planting season. The developer shall advise the Local Planning Authority in writing of the date upon which landscaping works commence on site prior to the commencement of those works.

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

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

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

5. The accommodation hereby approved shall not be occupied for more than a total of 46 weeks in any period of 52 weeks in any calendar year. Details of the period of closure shall be submitted to and approved in writing by the local planning authority prior to the development hereby approved first coming into use.

The Local Planning Authority would not be prepared to accept permanent residential occupation of this site having regard to the location of the site in designated countryside as detailed on the Local Plan Proposals Map.

6. The premises shall be used for holiday accommodation only and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

The Local Planning Authority would not be prepared to accept permanent residential occupation of this site having regard to the location of the site in designated countryside as detailed on the Local Plan Proposals Map.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

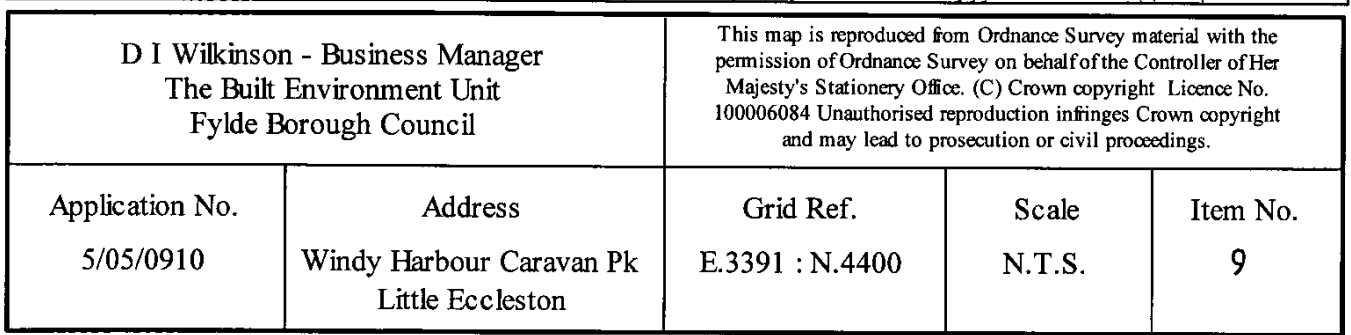
The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP2, TREC 6

Joint Lancashire Structure Plan: Policy 5

PPG's/PPS's: PPS1, PPG21



Item Number: 10

| | | | |
|---------------------------------------|--|--|--------------|
| Application Reference: 05/0926 | | Type of Application: Full Planning Permission | |
| Applicant: | Mr and Nrs Cornes | Agent : | Mr S Tortely |
| Location: | THE WILLOWS, DIVISION LANE, ST ANNES, LYTHAM ST ANNES | | |
| Proposal: | PROPOSED REPLACEMENT DWELLING FOLLOWING DEMOLITION OF EXISTING DWELLING AND DETACHED GARAGE. | | |
| Parish: | Kilnhouse | Area Team: | Area Team 2 |
| Weeks on Hand: | 4 | Case Officer: | Mrs J Cary |
| Reason for Delay: | N/A | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The main issues are whether the proposed replacement dwelling complies with the relevant local plan policy and does not harm the character or openness of the green belt. It is considered that the proposal meets both of those tests and is therefore acceptable. Members are recommended that planning permission be granted.

Reason for Reporting to Committee

The application is made by an external consultant whom is part of the Council's Design Panel and as required by the Scheme of Delegation, applications made by that person, should be placed before the Development Control Committee.

Site Description and Location

The site is currently a dwelling located on Division Lane, St Annes, on an open, corner aspect, adjacent to Moss Sluice. The dwelling occupies a large plot and the footprint is generally in keeping with the other dwellings in the vicinity.

Details of Proposal

Proposed replacement of the existing dwelling and garage, with a 2 storey dwelling incorporating dormers. The new dwelling is located slightly further rearwards than the existing dwelling. The detached garage is also to be demolished by virtue of this application. The replacement dwelling is of an arts and craft type dwelling with sweeping roofs and dormers.

Relevant Planning History

| Application No | Development | Decision | Date |
|----------------|-------------|----------|------|
|----------------|-------------|----------|------|

| | | | |
|---------|----------------------------------|-----------------------------------|------------|
| 03/0838 | PROPOSED REPLACEMENT DWELLING | Refused Dismissed at appeal | 19/03/2004 |
| 88/0998 | OUTLINE;DORMER BUNGALOW & GARAGE | Refused | 25/01/1989 |
| 91/0368 | ERECT REAR CONSERVATORY | Granted | 18/07/1991 |

Parish Council Observations

St Annes Parish Council
None received.

Statutory Consultees

N/A

Observations of Other Interested Parties

N/A

Neighbour Observations

None received.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 6

Fylde Borough Local Plan:
Policy SP3, HL4, HL5

Other Relevant Policy:
PPS1
PPG2
PPS7

Site Constraints: green belt and countryside

Environmental Impact Assessment

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

Comment and Analysis

The main issues to consider are whether the proposed replacement dwelling meets the relevant test of preserving the openness of the green belt, together with the size of the replacement dwelling in terms of the replacement and enlargement of rural dwellings, together with whether this proposal overcomes the inspector's comments in the previous appeal regarding a replacement dwelling.

The dwelling at present is a mix of 1 and 2 storey occupying a relatively large footprint. The replacement dwelling covers generally the same footprint as the existing dwelling, but set back slightly from the original footprint. Notwithstanding this, the proposed footprint is more in line with the dwelling adjacent.

The proposed dwelling has a 2 storey projecting gable, with a sweeping roof incorporating the first floor accommodation. To the rear, the dwelling would be a full two storey dwelling, as the property is at present. The overall height of the replacement dwelling would be approximately 0.8m higher than the existing dwelling, but compares favourably with the adjacent dwelling, as being the same overall height (the adjacent dwelling being a true, two storey dwelling).

Policy HL5 is relevant in terms of replacement dwellings and allows for extensions and replacement dwellings where the replacement dwelling would not be out of scale or keeping with the original dwelling or other dwellings in the locality. The preamble to that policy states that extensions and replacement dwellings should be in the region of 25 - 33% increase over the original dwelling. However, as stated above, the resultant dwelling needs to be taken into account in comparison to other dwellings in the locality.

The replacement dwelling equates to approximately 28% increase over the original dwelling, and also takes account of the loss of the existing garage. In terms of its bulk and massing, the proposed dwelling is not out of keeping with the other dwellings in the vicinity, which is characterised by a variety of house types.

As stated above, a previous application for a replacement dwelling was refused and dismissed at appeal. The Inspector considered 2 main issues in relation to the appeal proposal, one being the impact of the replacement dwelling on the openness of the greenbelt, and secondly, the impact of the replacement dwelling on the appearance and character of the countryside area.

In relation to the first issue, the replacement dwelling equated to a dwelling which was around 200% larger than the original dwelling and as such, the Inspector considered that the resultant dwelling would be of a significantly greater size and massing compared to that which existed at present. As a result, the Inspector concluded, it would significantly erode the openness of this area of Green Belt. The replacement dwelling as now proposed, is much smaller in its overall size, design and massing and it is Officer's opinion therefore, that the proposal before us now, is of an appropriate size and scale and would not erode the openness of this area of the Green Belt.

In relation to the second issue, the Inspector noted the presence of other dwellings located close to the appeal site, and concluded that the most important characteristics of the locality are the spaciousness of the plots in which the properties stand and the views of the wider countryside. In relation to this application, the proposed dwelling covers approximately the same footprint as the existing dwelling. In relation to its overall frontage, whilst this is not dissimilar to the previous refusal, its design, by way of a very low eaves height (effectively single storey), reduces the visual dominance and massing of this replacement dwelling. In relation to the Inspector's comments regarding the plots and views etc, the fact that the replacement dwelling would cover almost the same footprint as the existing dwelling, the spaciousness of the plot would remain. In fact, the existing large garage located to the rear of the site would be removed, given that an integral garage is proposed as part of the proposal. As such, it could be argued that this current proposal, with the loss of the existing garage, actually enhances the openness of this part of the green belt.

Conclusions

It is considered that the replacement dwelling complies with the relevant policy in terms of the size of the replacement dwelling, and would not prejudice the openness of the green belt. It is also considered that this revised proposal has overcome the Inspector's comments in relation to the previous appeal and that this revised application is of a much more appropriate size, scale and massing compared with the previous appeal proposal. The application is therefore, recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 3 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

2. Notwithstanding any denotation on the approved plans Samples of facing brickwork [including details of mortar colour], and roof treatment, including colour, shall be submitted to and approved by the Local Planning Authority no later than 21 days prior to the commencement of any built development works on site. Thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

In the interest of securing a satisfactory overall standard of development.

3. All window frames on the proposed dwellings shall be set in 10cm reveal and thereafter maintained as such to the satisfaction of the Local Planning Authority.

To ensure a satisfactory standard of development in the interests of the overall quality of the built development.

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

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

5. Notwithstanding the provision of Schedule 2, Part 2, Class A of the Town and Country Planning General Permitted Development Order 1995 [or any new Order subsequently superceding that Order] no fences, walls or other means of enclosure shall be erected upon the development site / plot / estate with the prior formal consent of the Local Planning Authority.

In the interests of visual amenity.

6. Prior to the dwelling hereby approved first being brought into use, a scheme for the disposal of sewage and water shall be fully installed and available for use.

The Local Planning Authority would not wish a dwelling to be occupied without the necessary disposal of sewage in place.

7. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Classes A, B, E, F of the Town and Country Planning General Permitted Development Order 1995 [or any Order revoking or re-enacting that Order], no further development of the dwelling or curtilage

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 Fuel containers
- H Satellite antenna]

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

8. Notwithstanding the provision of Classes A, C of Part 2 to Schedule 2 in Article 3 of the Town and Country Planning General Permitted Development Order 1995 [or any Order revoking or re-enacting that Order], no further development of the dwelling or curtilage 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 which may adversely affect the character and appearance of the dwelling and the surrounding area.

9. The existing garage shown in red on the submitted plan shall be completely removed from the site on completion of the dwelling hereby approved. The land shall be reinstated to a condition to be agreed with the Local Planning Authority and thereafter retained in its approved form.

The existing garage, together with the replacement dwelling, would not seek to preserve the openness of the Green Belt.

REASON FOR APPROVAL

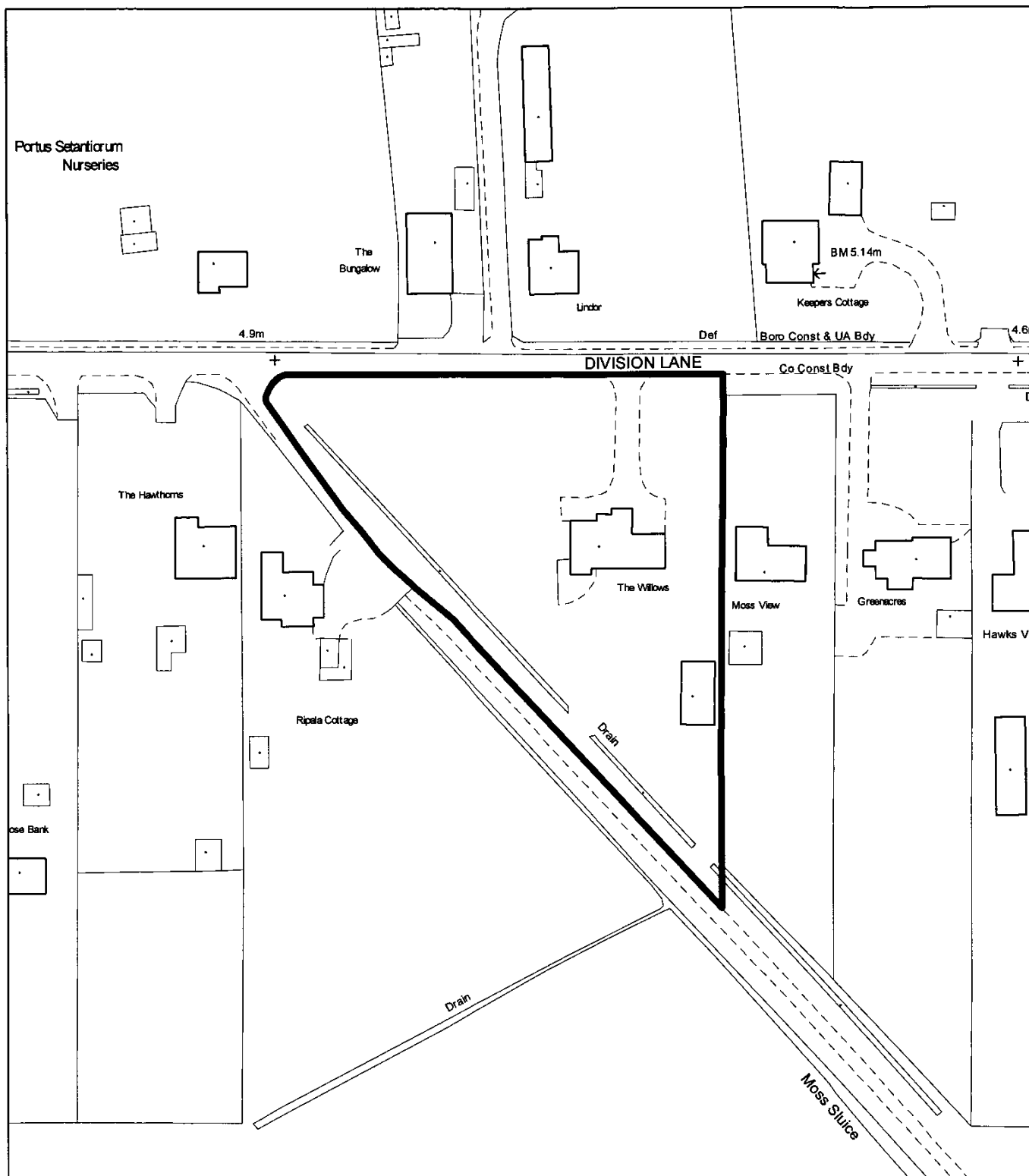
The proposal complies with the relevant development plan policies and guidance and does not have an undue impact on the amenities of nearby residents or the visual amenity of the area.

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.
The Joint Lancashire Structure Plan.
and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP3, HL4, HL5
Joint Lancashire Structure Plan: Policy 6
PPG's/PPS's: PPS1, PPG2, PPS7



| | | | | |
|---|---|---|-----------------|----------------|
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| Application No. 5/05/0926 | Address The Willows Division Lane, St Annes | Grid Ref. E.3337 : N.4313 | Scale N.T.S. | Item No. 10 |

Item Number: 11

| | | | |
|---------------------------------------|---|--|---------------|
| Application Reference: 05/0927 | | Type of Application: Full Planning Permission | |
| Applicant: | Mrs Amanda Dalmasso | Agent : | Mr Ian Butler |
| Location: | ICE CREAM KIOSK FAIRHAVEN LAKE, INNER PROMENADE, LYTHAM, LYTHAM ST ANNES, FY8 1 | | |
| Proposal: | EXTENSION TO EXISTING ICE CREAM KIOSK | | |
| Parish: | Fairhaven | Area Team: | Area Team 2 |
| Weeks on Hand: | 3 | Case Officer: | Ruth Thow |
| Reason for Delay: | N/A | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

It is considered that the proposal would not have any detrimental impact upon the visual amenity of the area and complies with Policy SP1 of the Adopted Fylde Borough Local Plan.

Reason for Reporting to Committee

The application is on the agenda as the land is owned by Fylde Borough Council.

Site Description and Location

The application site is Stanner Bank, which is the car parking area adjacent Fairhaven Lake. The application refers to an existing ice cream kiosk.

Details of Proposal

The application proposes an extension to the existing kiosk with a floor area of 3 metres by 2.98 metres in width, the proposal also includes an overhang to the roof of the kiosk and therefore the roof would measure 4.18 metres wide. It is proposed to have a hipped roof to match the design of the existing building.

Relevant Planning History

None

Parish Council Observations

St Annes Parish Council

None to date

Statutory Consultees

Fylde Borough Council - Tourist information

"The Council's Tourism Strategy 2001 – 2006 makes reference to the need develop tourism facilities in appropriate locations specifically to address market needs and to ensure all areas of the Fylde reach their potential.

In its Action Plan 2 the strategy states point 7, 'To develop and promote the tourism potential of town centre locations' this point is particularly referring to traders.

The strategy identifies these issues as being important to the development of tourism although the aims must be cross-referenced to the Local Plan for Fylde, which takes precedence."

Corporate Property Services - "No objections to the planning application. The proposal was discussed by the Asset Management Group on 6th July 2005 and was agreed in principle subject to planning".

Observations of Other Interested Parties

N/A

Neighbour Observations

N/A. No response from site notice.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 2

Fylde Borough Local Plan:
SP1 Development within settlements
TREC8 Tourism Development on the Seafront

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPG17: Tourism

Environmental Impact Assessment

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

Comment and Analysis

There are no policies strictly pertinent to this application other than Policy SP1 Development within Settlements, which requires a large portion of development in the Borough will be concentrated in the main urban area of Lytham St. Annes. Although consideration should be given to Policy TREC8 as the application site is on the edge of Fairhaven Lake which is in the area defined as Sea Front Area..

Policy TREC8 states that the development of new tourist and leisure facilities will be permitted within the seafront areas at St Annes and Ansdell/Fairhaven, as defined on the proposals map, providing that these area appropriate for a seafront location, respect the character of the area and do not prejudice the visual and other amenities of the seafront and nearby residential properties.

The Council recognises that if the resort is to remain viable there is a need to respond to changes in

public demand. The applicant's agent has confirmed that the extension is to provide additional storage areas for ice cream and ice cream related products. The Fairhaven Lake complex is an important leisure and recreation resource which attracts large numbers of residents and visitors of all ages. The extension to the existing ice cream kiosk in this location would not represent a visual detriment to the seafront location and provides additional facilities for visitors to the area.

Conclusions

The development complies with relevant policies and is therefore recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted must be begun not later than the expiration of 3 years commencing upon the date of this permission, and where applicable should be undertaken in strict accordance with the plan(s) comprising all aspects of the approved development accompanying the decision notice.

This standard time limit is required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004, while compliance with approved plans is required to ensure the approved standard of development is achieved.

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

To ensure visual harmony in respect of the overall development.

3. The use of the extension hereby approved shall be limited to the sale of ice-cream, ice-cream related products, hot/cold drinks, mineral waters, sweets and confectionery.

The use of the premises for any other sales could prove injurious to the character of the area and would require further consideration by the Local Planning Authority.

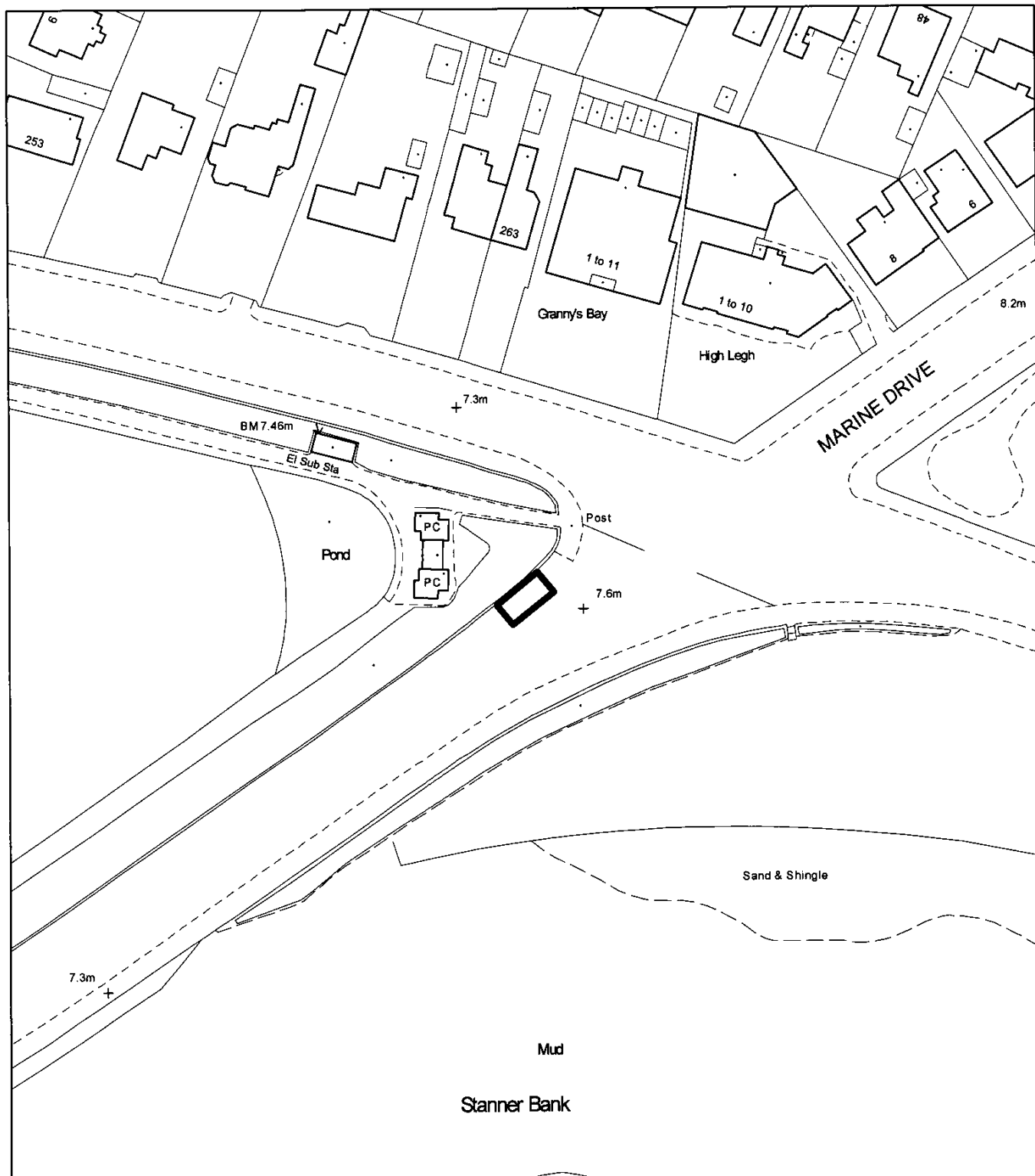
REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

Fylde Borough Local Plan: SP1
Joint Lancashire Structure Plan: Policy 2
PPG's/PPS's: PPS1 Delivering Sustainable Development



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

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| Application No. | Address | Grid Ref. | Scale | Item No. |
|-----------------|---|-----------------|--------|----------|
| 5/05/0927 | Ice Cream Kiosk Fairhaven Lake, Lytham | E.3344 : N.4273 | N.T.S. | 11 |