



FYLDE BOROUGH COUNCIL

Meeting Agenda

**Development Control
Committee
Council Offices, Derby Road,
Wesham
14 December 2005, 9.30a.m.**

Membership

Development Control Committee

CHAIRMAN - Harold Butler
VICE-CHAIRMAN - Dr Trevor Fiddler

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

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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

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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 23 November 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. DEVELOPMENT CONTROL MATTERS	AS NUMBERED

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2	05/0535	CROSSACRES, HIGHBURY ROAD EAST, ST ANNES, LYTHAM ST ANNES 58 EXTRA CARE APARTMENTS (1&2 BEDROOM) WITH ASSOCIATED COMMUNAL FACILITIES	Approve Subject to 106	14
3	05/0795	GORST FARM, LODGE LANE, ELSWICK, PRESTON CHANGE OF USE FROM REDUNDANT AGRICULTURAL BUILDING TO WOOD FUELLED RENEWABLE ENERGY PLANT.	Grant	25
4	05/0953	HENTHORNES, ORDERS LANE, KIRKHAM, PRESTON, PR4 2T DEMOLITION OF EXISTING SALES BUILDING / WAREHOUSE BUILDING AND FORMATION OF NEW SALES BUILDING AND SEPARATE WAREHOUSE BUILDING.	Grant	36
5	05/1020	RAILWAY/TRAMPOLINE, SOUTH PROMENADE, ST ANNES, LYTHAM ST ANNES LIFTING ROOF OF EXISTING TUNNEL BY 500mm ON RAILTRACK	Grant	41
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Development Control Committee Schedule

14 December 2005

Item Number: 1

Application Reference: 05/0086		Type of Application:	Full Planning Permission
Applicant:	Daniel Thwaites Brewery	Agent :	Higham and Co
Location:	BLUE ANCHOR, FLEETWOOD ROAD, GREENHALGH, KIRKHAM		
Proposal:	ALTERATIONS AND EXTENSIONS TO THE PUBLIC HOUSE AND THE ERECTION OF A 38 BED LODGE.		
Parish:	Greenhalgh with Thistleton	Area Team:	Area Team 2
Weeks on Hand:	44	Case Officer:	Mr M Evans
Reason for Delay:	This application was deferred at a previous meeting of the committee		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal has been considered against national and local policy relating to hotel development. It is considered that a travel lodge type development would be acceptable in principle in this location, The design and layout of the proposal have been amended to overcome the initial concerns of officers and the proposal is recommended for approval.

This application was considered at a previous meeting of the Development Control Committee when Members deferred consideration of the proposal to allow further discussions to take place regarding the design of the proposed hotel lodge building.

As it is a number of months since the consideration of this application, the original report is reproduced below, with additional comments and a revised recommendation following on:

Reason for Reporting to Committee

This application is for a relatively large development and given the level of interest from neighbouring residents and the comments of the Parish Council.

Site Description and Location

The Blue Anchor Public House is a detached rendered building located on the east side of Fleetwood Road (A585) approximately 1 mile to the north of Junction 3 of the M55. There is an existing parking area and a beer garden area with a pond next to the building. The premises lies within a small group of buildings at to the south of the settlement of Greenhalgh consisting of the pub, a restaurant, a petrol filling station and a number of dwellings. There are currently two vehicular accesses to the site, one from Fleetwood Road and one from Medlar Lane.

Details of Proposal

The application proposes a number of elements including:

- Erection of 38 bedroomed lodge hotel with covered walkway to existing public house;
- Formation of extension to car park onto land adjacent to the existing public house;
- Demolition of parts of existing public house;
- Erection of extension to provide store and toilet facilities; and
- Provision of patio and decked area.

The proposed travel lodge would measure 15 m x 47.5 x 10.5 metres ridge height. The bedrooms would be provided over two floors and the building is proposed to be of traditional construction with facing brickwork and blue slate roof. The car park is proposed to be extended to provide a total of 95 car parking spaces by incorporating an adjacent field.

Relevant Planning History

Application No	Development	Decision	Date
02/0314	CHANGE OF USE OF LAND TO USE AS SITE FOR TOURING CARAVANS	Refused	19/06/2002
03/0280	PROPOSED DECKING TO FRONT ELEVATION	Granted	23/04/2003

Parish Council Observations

Greenhalgh with Thislton Parish Council

Specifically support the proposal subject to the following comments

Fifteen members of the public attended the meeting of the Parish Council on the 8th March 2005, when the above-noted proposed development was discussed. Their views were considered along with the detailed application, supporting documentation and proposed highway adaptation scheme.

The Parish Council determined that it favoured the development SUBJECT to a number of minor alterations and conditions.

TRAFFIC MANAGEMENT SCHEME: There will be a major impact on the residents and business users of Medlar Lane that will take the northbound traffic entering the pub and lodge and all the exiting traffic.

At peak times, traffic turning right from the lane has relied on those turning right into the lane to allow them into the traffic stream. The proposed introduction of a ghost island and right -turn lane will mean that through traffic will run on the inside lane, denying the traditional access.

Additionally as the site entrance is only yards from the junction of Medlar Lane with the A585, traffic waiting on the lane to turn right onto the main road will slow the flow from the site.

However, if the centre lane were to be widened to allow a refuge for vehicles turning right from the lane, exit times from it would be improved and safety enhanced.

FACILITATION OF PARKING ARRANGEMENTS FOR THE NEIGHBOURING RESTAURANT: For a number of years, there has been

a collaboration between the owners of the Blue Anchor and the adjacent Ashiana Indian Restaurant to allow customer parking on the extensive pub forecourt. The Ashiana provides 80+ covers, but has only about 20 parking spaces. Before the collaboration, huge problems were caused by late night parking along Medlar Lane, with obstruction of larger vehicles, blocked driveways and significant damage to verges. The intensive development of the Blue Anchor site will re-introduce this major local nuisance unless the owner of the Ashiana provides an appropriate number of car parking spaces for his own operation. As another access to a car park south of his restaurant or opposite it will be necessary, any highway scheme must be designed to take account of this eventuality. In any event it is imperative that the residents and business users of Medlar Lane are protected by traffic regulation and enforcement to retain their quiet enjoyment.

DRAINAGE: The proposal to enhance the existing septic tank provision located at the north end of the site causes concern as at present the soak away from the tank runs to the brook which straddles the main road and which floods frequently. The nature of lodge accommodation is such that each morning there is a peak of ablutions, generating significant waste water levels, which will cause further pressure on the eventual drainage to the brook. The Parish Council request that the significance of this be investigated and the specification for wastewater treatment be determined by the Environment Agency.

LIGHT NUISANCE: The Parish Council requests that when a scheme for lighting the car park and façade is submitted that low level units are specified with down-lighting on the buildings in order to minimise the impact on nearby residents.

ENVIRONMENTAL IMPROVEMENTS: This development will clearly increase the commercial and leisure activity in this rural location and will have an impact on the neighbourhood. In recognition of this, the Parish Council requests that the developer provides a commuted sum of say - £20,000 to allow environmental improvements to the green and crescent area in Medlar Lane.

Please bring these views to the attention of the Development Control Committee.

Statutory Consultees

Highway Agency (latest comments)

I write to you further to the letter of the 17th June 2005 received from Savell Bird & Axon on behalf of the applicant regarding the above.

The Stage 1 Road Safety Audit (RSA) undertaken in accordance with HD 19/03 for the direct access from the A585 (T) to the Blue Anchor Public House (as shown in Drawing number N40371/03 Rev B), states that in principle the proposed access improvements does not present any safety concerns.

The Stage 1 RSA does however, recommended that at detailed design that consideration should be given to how the prohibition of turns can be made self enforcing and easily understood by approaching drivers. It may be appropriated that the right turn manoeuvre (into the development) from traffic travelling northbound along the A585 (T), is physically prevented by the introduction of a traffic island. In addition appropriate advance warning signs should be

provided. This design layout will be subject to a Stage 2 Road Safety Audit in accordance with HD 19/03.

We consider that the junction layout proposed for the Medlar Lane/A585 (T) junction will adequately mitigate the development traffic. The Stage 1 RSA states that the provision of the ghost island will require the footway across the existing site frontage to be reinstated (and may

require the relocation of the telephone call box). The junction design will need to be subject to a Stage 2 Road Safety Audit in accordance with HD 19/03.

In conclusion, we are satisfied that the Stage 1 RSA is consistent with our concerns as outlined in the Atkins Technical Note dated 25th February 2005, namely that the design does not sufficiently discourage vehicles turning right into the direct access to the Blue Anchor Public House from the A585(T). We are satisfied that this issue can be addressed at detailed design and that a Stage 2 Road Safety Audit in accordance with HD 19/03 will be carried out for all junction improvements associated with the development.

I trust that this letter adequately explains the Agency's views on this application. However, should you, or the applicant, wish to discuss this matter further please feel free to give me a ring.

County Highway Authority

This application has been the subject of pre-application discussions for almost 12 months. The Highways Agency (HA) are of course the Highway Authority for Fleetwood Road the A585(T).

In essence, the principle of a 38 bedroom lodge has been agreed on the Blue Anchor site, subject to the provision of highway improvements which I will describe later. The proposed alterations and extensions to the Public House have not featured in discussions and there is no mention of these in the application except for a description of the floor area.

Returning to the highway aspects, the transport assessment is fair, both the trips rate and distribution are satisfactory. In order to service the development and ease conditions on Fleetwood Road, a right-turning ghost-island has been requested. The applicant has agreed to provide this and there is sufficient width to accommodate an island to cope with the increased traffic. This will necessitate land taken from the existing, wide footway adjacent to the Ashiana and also from the Blue Anchor frontage. A 2m footway must be retained on the east side of Fleetwood Road to link with the existing.

Computer simulation of the junction has demonstrated that in 2005, with the ghost-island, the junction will work with virtually no queuing on Medlar Lane. Between 2005 and 2020 if there is no improvement at this junction and no development, the A585(T) will experience queuing and delays with vehicles waiting to turn right from the A585(T) to Medlar Lane. With the ghost-island in place, through traffic on the main road will flow but the queues on Medlar Lane will gradually build as the years progress. Overall, the ghost-island represents an improvement on existing conditions and offers a degree of protection for right-turning traffic. The left turn into the Blue Anchor car park from the north is also accepted, access from the south must be via Medlar Lane. The design of the ghost-island must be agreed with the H A. The drawing shows a traffic island. I do not believe the road can be widened sufficiently to cater for this facility and its presence should be carefully considered.

Moving on to the car parking provision, 95 is an accepted figure based on a part shared use with the lodge I have made no allowance for the pub extension. There are however only 2 disabled spaces shown, these should be levied at 10% of the total spaces.

The grant of planning permission at this site for the lodge etc., should your committee see fit to approve it, must include a condition which requires the provision of the highway improvements to the ghost island at Medlar Lane the design of which must be agreed by the H A and be in place before the business trades. Without it, conditions on the A585(T) will significantly worsen and the likelihood of accidents increase.

If a permission can be granted accommodating this request I have no highway objections to offer.

United Utilities

No objections to the proposal

Observations of Other Interested Parties

Lancashire & Blackpool Tourist Board.

The proposal is for a good quality development.

Neighbour Observations

Nineteen adjacent properties have been notified, a site notice displayed and a press notice published.

Four letters have been received objecting on the following grounds:

The proposal will bring built development closer to neighbouring dwellings.

Loss of rural feel and outlook

Loss of or "sanitisation" of pond will result in loss of wildlife habitat

Overlooking of adjacent properties from hotel rooms

The proposal will set a precedent for further development at the site

Additional traffic on Medlar Lane and the A585 which is at capacity

Increase in turning movements would be detrimental to highway safety at a accident black spot

The proposed alterations to the highway will promote free flow of traffic thus making right turns out of Medlar Lane more difficult

Increase in exhaust fumes

Increased risk to pedestrians, particularly school children crossing Fleetwood Road

There is no need for a new hotel/motel in the area.

There is an unimplemented planning permission for a hotel at Windy Harbour

The pub currently plays music through external speakers

There will be further potential for disturbance from functions and traffic and during construction.

Loss of quality of life

There are inconsistencies on the application form relating to job creation

Devaluation of adjacent property

Increased light pollution from flood lighting

Loss of green belt land

Relevant Planning Policy

Lancashire Structure Plan:

Policy 5: Development outside principle urban areas
Policy 19: Tourism Development

Fylde Borough Local Plan:

SP2: Development in Countryside Areas
SP9: Development in Rural Settlements & Farmsteads
TREC3: Development of Hotels and Tourist Facilities outside Lytham St Annes
EP12: Trees, Woodlands and Hedgerows

Other Relevant Policy:

PPS1: Delivering Sustainable Development
PPS6: Planning for Town Centres
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

Together, PPS6: Sustainable development in the rural area and PPG21: Tourism, set the national policy framework for the provision of tourist facilities and accommodation in the rural area. PPS6 generally seeks to locate new development within existing centres in order to reduce the need to travel and sets out a sequential search sequence for the provision of new hotel developments requiring sites within established towns to be considered before sites on the edge of town or in the rural area are considered. PPS6 also sets out a requirement for a developer to establish that there is a „need,, for a proposed development were it is to be provided outside established centres. However, PPG21 also recognises that there is a requirement to diversify the rural economy through the provision of appropriate tourist facilities and accommodation in the wider rural area.

The applicants proposal is for a travel lodge type development that is primarily aimed at providing accommodation for people travelling on long journeys and for short stays. As such these facilities are often found alongside motorways and major trunk roads and in positions more remote from existing centres. In this particular instance, the proposal would benefit from the facilities provided at the existing public house. Your officers consider, therefore, that the provision of a lodge type facility in this location is acceptable in principle subject to a demonstration that there is a need for such a facility. In this regard, the applicant has submitted a supporting statement that addresses the growth in demand for lodge accommodation and assesses the vacancy rates of similar facilities in the locality. Although the statement does not address the site at Windy Harbour, were there is an unimplemented but extant planning permission for a hotel, it appears that the vacancy rates together with the expected growth in the sector have adequately demonstrated a need for this type of accommodation.

More local strategic guidance in regard to the provision of major hotel accommodation is provided within the approved Joint Lancashire Structure Plan at Policy 18. However, this policy describes a major hotel as one with 40 or more bedrooms. As such it is not relevant to the determination of this application.

The application site lies within an area identified as countryside in the Fylde Borough Local Plan Proposals Map. Although Policy SP2 does not completely restrict development in such areas, the policy seeks to ensure that any development that is permitted is in keeping with the character of the rural area. Within this policy, the final category of development that will generally be permitted in the rural area allows for „development essentially needed for the continuation of an existing enterprise, facility or operation, of a type and scale which would not harm the character of the surrounding countryside,,. It is therefore necessary to consider whether this particular proposal is

essentially required and its impact on the character of the locality.

As stated above, a supporting statement that sets out how the applicant considers that the proposal complies with relevant policy accompanies the application. Although the supporting document assesses the general provision and need for additional hotel/lodge beds in the wider locality, it does not address the issue of whether this development is essentially required to maintain the business on this site. The proposal would however result in the provision of 8-10 full time and 22-23 part time jobs.

In regard to the scale of the proposed development, the proposed lodge building would measure 47.5 x 15 metres giving a footprint of 712.5 sq metres and an overall floor area of 1425 sq metres. This compares with the floor area of the existing public house which is 722 (including cellar and first floor). The accommodation is to be provided to the rear and slightly to the side of the existing building, with the longer elevation stretching back into the site. Although this will present the narrower elevation to Fleetwood Road, the length of the building will be seen from oblique views. If a building of this size is to be adequately accommodated on a site such as this, careful attention needs to be paid to the design in order to reduce the massing of the building. The design of the proposed building in the traditional lodge type layout has resulted in the provision of an elevation some 47 metres in length which has only been broken up by the addition of relatively minor projecting gables. Your officers are concerned that the erection of a building of the size and design proposed would be of a scale that is inappropriate and would harm the character of the surrounding countryside. As such the proposal is considered to be contrary to the provisions of Policy SP2 of the Fylde Borough Local Plan. Policy TREC 3 of the local plan relates more specifically to tourist accommodation outside Lytham St Annes. This Policy requires very high standards of design for development in the identified countryside areas and states that development proposals which are inappropriate in terms of their scale, siting and design will not be permitted.

The applicant has been advised of these concerns but considers that alternatives would bring the building closer to neighbouring properties, result in more overlooking of adjacent dwellings and result in the loss of the pond which currently occupies part of the site. Your officers consider that a solution that addresses all these points could be arrived at and that these issues alone do not warrant the granting of a permission for the development as proposed.

The proposed car park would also extend into the adjacent field resulting in an additional 2,200 sq metres of land being incorporated into the curtilage of the premises. This would also result in the loss of trees and hedgerow along the northern boundary of the site and further open views of the long side elevation of the lodge. Although some additional planting is indicated on the submitted plans, this is not considered to be of a degree which would adequately soften or screen the proposed car park. The extension of the parking area into such a large area is not considered to represent a minor extension of the curtilage and is considered to be contrary to the Policy SP2 of the local plan.

Policy SP9 relates to development in the rural settlements and on existing farmsteads. As Policy SP1 does not identify Greenhalgh as a settlement, it is not relevant to the determination of this application.

With regard to access, both the County Highway Authority and Highway Agency have considered the proposed access arrangements and have concluded that the proposals are acceptable and will improve traffic flow on Fleetwood Road. The initial safety audit that has been carried out is acceptable to both agencies and neither organisation has any objection to the proposal.

The application has also been accompanied by an ecological appraisal of the existing pond. This has not found any evidence of protected species in the pond.

The concerns of the Parish Council relating to access have been considered by the County Highway Authority and the Highway Agency. Both are satisfied with the proposed access arrangements. If planning permission were to be granted, conditions could be imposed regarding drainage and lighting

issues. It is not considered appropriate to require the developer of this scheme to make provisions for a neighbouring business or to make a financial contribution to wards local environmental improvements as such matters are outside the scope of this application.

The impact of the proposed development on neighbouring properties has been considered, but it is considered that the distances between the proposed lodge building and the existing dwellings is sufficient to prevent any overlooking and far enough to prevent any adverse impact due to loss of light or overbearing impact. Given the location of the site on a busy trunk road, with its attendant noise and activity, and the existing use of the site as a public house, it is not considered that the proposed development would result in the introduction of a level of activity that would warrant the refusal of planning permission.

The site is not located within the Green belt. All other concerns raised by local residents are dealt with in the body of the report above.

Conclusions

The proposed travel lodge building will be of a physical size and massing that cannot be considered to be in scale with the existing development on the site and is therefore considered to be contrary to Policies SP2 and TREC3 of the adopted Fylde Borough Local Plan. The extension of the car parking area onto an adjacent area of open land would also be contrary to the provisions of Policy SP2. All other beneficial aspects of the proposal, including the alterations to the junction of Medlar Lane and Fleetwood Road have been considered, but none of these outweigh the policy presumption against the proposed development.

Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposed development, due to the massing and design of the proposed lodge building would be contrary to the provisions of Policy SP2 and TREC3 of the Fylde Borough Local Plan which require new development to be essentially required for the continuation of an existing enterprise, to be of a type and scale that will not harm the character of the surrounding countryside and of a very high standard of design.
2. The proposed development would result in the extension of the curtilage of the existing enterprise onto an undeveloped adjacent field in order to provide adequate car parking. As such the proposal would result in undesirable urban development in an area identified as Countryside in the Fylde Borough Local Plan, contrary to the provisions of Policy SP2 and the loss of established trees and hedgerow, contrary to the provisions of policy EP12.

Additional Considerations

Following the Committee meeting, officers met with the applicant's agent in order to discuss alternative designs for the proposed scheme. As Members will recall, the original proposal was intended to take on the appearance of an agricultural barn in order to fit in with the character of this relatively rural location. In discussing the various ways in which the proposal can be amended to reduce its impact, it quickly became apparent that an alternative design style would need to be utilised.

The revised proposal has taken its design queues from the existing public house building which has a hipped roof with various projecting gables which break up the expanse of roof. By following this

style, the architect has been able to lower the pitch of the roof, introduce a hipped main roof and to break up the mass of the front elevation by incorporating projecting gables. Views of the large side elevation of the proposed lodge building have also been broken by the introduction of far more planting along the northern and western boundaries of the site, including the introduction of large growing trees. This additional planting has also softened the previously harsh division between the car park and the countryside area beyond.

Neighbouring occupiers have also been notified of the revised scheme. At the time of writing this report, no additional comments had been received. Any that are, will be reported to Committee.

In conclusion, the revised scheme is considered acceptable and addresses the concerns that officers originally had in regard to this proposal. Members are, therefore, recommended to grant planning permission subject to the following conditions:

Revised 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. This consent relates to the revised plan[s] received by the Local Planning Authority on the 11 November 2005.

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

3. Notwithstanding any denotation on the approved plans Samples of facing materials [including details of mortar colour as appropriate], 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.

4. Prior to the commencement of development, details of the proposed windows, including cross sections, means of opening and external colour finishes shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in complete accordance with the approved details.

In the interests of visual amenity.

5. Prior to the development hereby approved first being brought into use, the proposed alterations to the access to the development indicated on the approved site layout drawing (or any other scheme subsequently approved in writing by the local planning authority) shall be carried out to the satisfaction of the local planning authority.

In order to ensure a safe and satisfactory access to the development in the interests of

highway safety.

6. Prior to the commencement of development, details of the car park lighting shall be submitted to and approved in writing by the local planning authority. Thereafter only the approved lighting shall be used in the development unless a further scheme is approved in writing by the local planning authority.

In order to prevent glare and/or light pollution in this rural area which may be detrimental to the residential amenity of neighbouring residents.

7. The car parking [and unloading and loading] 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 first occupation of the premises, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for visitors or delivery /collection vehicles.

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

8. 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.

9. The whole of the landscape works, as approved shall be implemented and subsequently maintained for a period of 10 years following the completion of the works. Maintenance shall comprise and include for the replacement of any trees, shrubs or hedges that are removed, dying, being seriously damaged or becoming seriously diseased within the above specified period, which shall be replaced by trees of a similar size and species. The whole of the planted areas shall be kept free of weeds, trees shall be pruned or thinned, at the appropriate times in accordance with current silvicultural practice. All tree stakes, ties, guys, guards and protective fencing shall be maintained in good repair and renewed as necessary. Mulching is required to a minimum layer of 75mm of spent mushroom compost

or farm yard manure which should be applied around all tree and shrub planting after the initial watering. Weed growth over the whole of the planted area should be minimised. Any grassed area shall be kept mown to the appropriate height and managed in accordance with the approved scheme and programme.

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

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:

Lancashire Structure Plan:

Policy 5: Development outside principle urban areas

Policy 19: Tourism Development

Fylde Borough Local Plan:

SP2: Development in Countryside Areas

SP9: Development in Rural Settlements & Farmsteads

TREC3: Development of Hotels and Tourist Facilities outside Lytham St

Annes

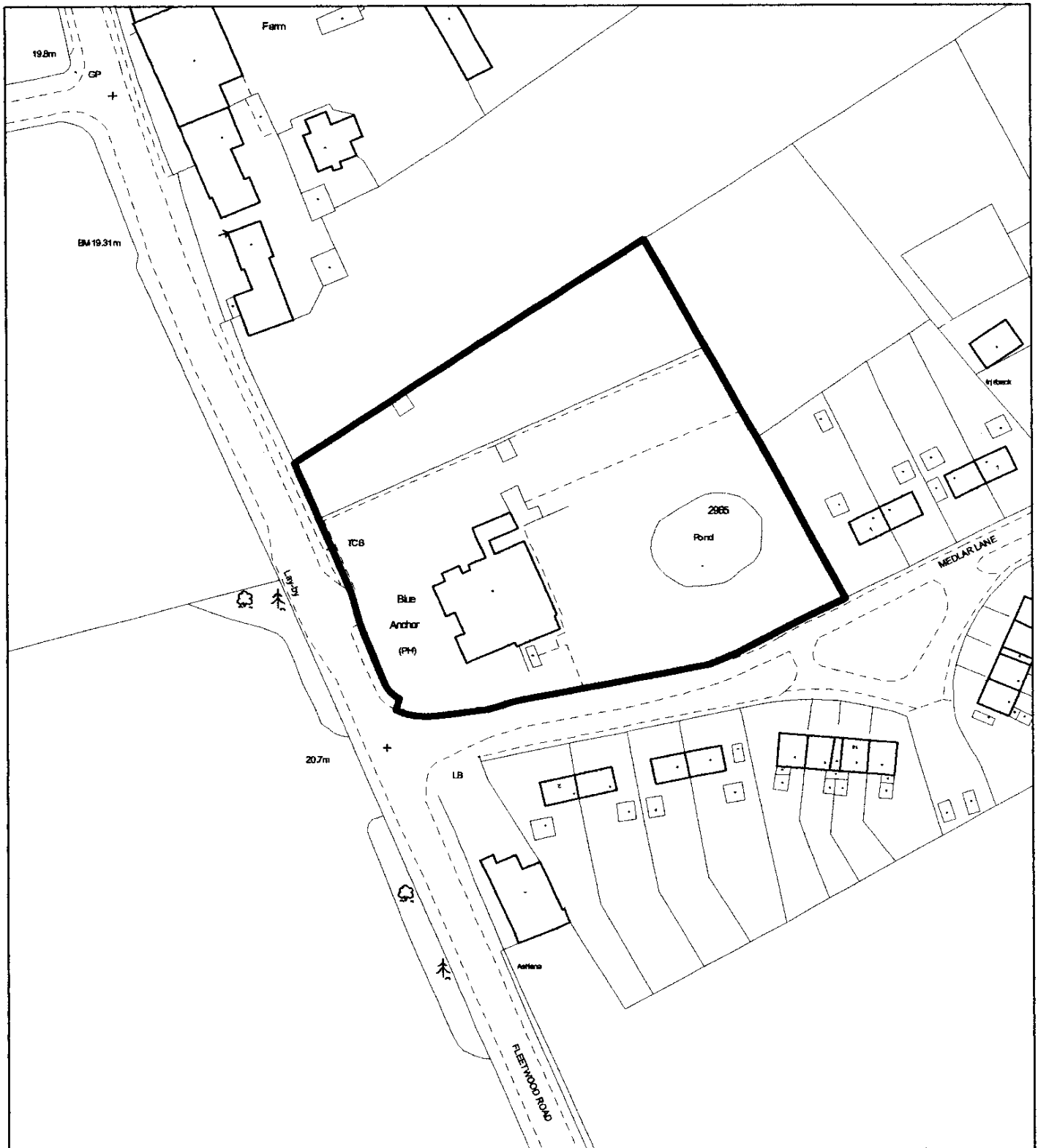
EP12: Trees, Woodlands and Hedgerows

Other Relevant Policy:

PPS1: Delivering Sustainable Development

PPS6: Planning for Town Centres

PPG21: Tourism



The Built Environment Unit Fylde Borough Council		This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.		
Application No. 5/05/0086	Address Blue Anchor Fleetwood Rd, Greenhalgh	Grid Ref. E.3412 : N.4356	Scale N.T.S.	Item No.

Item Number: 2

Application Reference:	05/0535	Type of Application:	Full Planning Permission
Applicant:	Wharfedale Extra Care Ltd	Agent :	CLA
Location:	CROSSACRES, Highbury Road East, St Annes, Lytham St Annes		
Proposal:	58 Extra Care Apartments (1&2 Bedroom) with associated communal facilities		
Parish:	St Leonards	Area Team:	Area Team 2
Weeks on Hand:	26	Case Officer:	Mrs J Cary
Reason for Delay:	Extensive discussions relating to the design of the proposal and the future occupancy of the apartments.		

Summary of Recommended Decision: Approve Subject to 106

Summary of Officer Recommendation

The main issues in relation to this application are whether the built form of development to replace the existing building is acceptable and whether the proposed use as extra care apartments fall within one of the exceptions to the housing chapter of the Local Plan. It is considered that the replacement building is acceptable, would not unacceptably cause a detriment to neighbouring properties and that, subject to appropriate conditions and legal agreements being in place, the proposal meets the exceptions laid down in the housing chapter of the Local Plan. Members are recommended to approve the application, subject to a Section 106 Agreement in respect of the occupation of the units and a contribution of £20,000 to public transport.

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 the former Lancashire County Council care home known as 'Crossacres', and is located on the corner of Highbury Road East and Frobisher Drive. The site also abuts the Old Links Golf Course.

Details of Proposal

The proposal is to replace the existing two storey building with that of a building ranging between 2 and 3 storey. The main parts of the building fronting both Highbury Road and Frobisher Drive will be 2 and 2 1/2 storey, raising to 3 storey in the centre of the site, and reducing down to 2 storey where it faces the rears of the properties on Ramsey Place.

The building is a mix of modern contemporary, but with traditional elements and constructed in brick with a slate appearance roof. The footprint of the building will be of a 'H' shape configuration.

The proposal is to create 58 'extra care' apartments (1 and 2 bedroomed), with associated facilities. The units will be completely self-contained and will be solely for persons which meet the 'frail and elderly' criteria as required by Policy HL1 of the revised Local Plan.

Relevant Planning History

Application No	Development	Decision	Date
03/0626	OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT	Withdrawn by Applicant	17/12/2003

Parish Council Observations

St Annes on the Sea Parish Council - The Parish Council has been consulted on the revised plans, but at the time of writing this report, no comments have been received. Any comments that are received will be reported to Committee.

Statutory Consultees

County Planning Officer - Thank you for your letter of 3 June 2005 requesting strategic planning observations on the above planning application.

I have assessed this application with regard to the adopted Joint Lancashire Structure Plan 2001-2016 (JLSP).

The Director of Planning considers that on balance the proposal would be acceptable in principle in strategic planning terms, provided that the proposed extra care housing is required to meet an identified housing need in this location.

In coming to this view it has been noted that the application proposes entirely extra care housing. I wish to make the following comments of relevance to this application.

Housing

Policy 12 of the JLSP requires an annual average provision in Fylde of 155 (775 dwellings 2001-2006). Total completions for 2001-2004 at 31st March amounted to 745 dwellings, while outstanding permissions numbered 1314 dwellings. Therefore, there are sufficient residential planning permission to met housing requirements until 2006, including a further potential supply to last until 2014.

Paragraph 6.3 of Policy 12 (JLSP) addresses the issue of affordable/special needs housing in situations of housing over-supply. This states that 'where there is a significant oversupply of housing permissions, planning applications for further residential development may not be approved unless they make an essential contribution to the supply of affordable or special needs housing or form a key element within a mixed use regeneration project'.

Although I would be concerned that development of this site for housing in the short to medium term would exacerbate the Borough's current housing over provision, if it is considered that the proposed development is required to meet an identified housing need in this location then I would note that the development is otherwise supported by Structure Plan Policy. The proposed development offers the potential for reasonable accessibility by public transport and comprises the redevelopment of brownfield land, in line with Policies 1b) and 1f) of the JLSP.

Transport

20 car parking spaces are proposed. This level of parking would comply with JLSP 'Parking Standards'. For a development involving 'extra care' accommodation, particularly consideration should be given to paragraph F.4.4 of JLSP Parking Standards which states that provision should be made in apartments for mobility buggies. Parking for the mobility impaired should be made at a minimum level of 1 per 10 parking spaces as part of overall provision. Provision for motorcycles should be at a minimum of 1 per 25 car spaces, whilst provision for bicycles should be at a minimum of 1 per 10 spaces.

Policy 1b) of the JLSP requires that development will contribute to achieving high accessibility for all by walking, cycling and public transport. I recommend seeking a contribution of £20,000 from the proposed development to upgrade the two nearest bus stops on Line 14 St Annes - Blackpool - Fleetwood Quality Bus Route. This service is due to be upgraded in near future to Quality Bus Standard. This would include the cost of new illuminated bus shelters with seating, information panels and raised boarding areas. Please contact Andy Whitlam (01772 534571) for more details on this matter.

Conclusion

In conclusion, it is considered that on balance the proposal would be acceptable in principle, in strategic planning terms provided that it meets an identified need for special needs housing. Should you consider this proposal to be acceptable, it will be necessary to recognise that housing oversupply resulting from this and other similar developments will need to be addressed in subsequent years to reflect the District's overall housing provision..

You should contact the Environment Directorate separately if you require detailed ecological, archaeological, landscape or highway design comments to this application.

County Highway Authority - Further to the initial consultation on this site, a majority of the highway issues have been covered satisfactorily.

The parking provision is in line with LCC Standards including the disabled provision. Crossacres is described as sheltered accommodation with ancillary staff accommodation. I assume this means a warden is on site for 24 hours a day and if not surely this is necessary for this extra care. The parking standards in the explanatory notes refer to mobility buggies and a storage facility for a number of these, possibly 10% would be appropriate for extra care.

Servicing arrangements are also adequate and pedestrians have a clear path from the access on Frobisher Drive to the main entrance.

My principal concern is the visibility splay at the access. The 1.5m vertical railings encroach into the required visibility splay of 2.4 metres x 70 metres. if the applicant wishes to retain this height of railings they must be set back to provide the requisite sight line.

Lastly, I would request a contribution of £20,000 to upgrade the two nearest bus stops on Line 14, St Annes - Blackpool - Fleetwood Quality Bus Route. The sum is less than originally envisaged and should be secured by a Section 106 Agreement.

Also requires a note to be added in respect of the vehicular crossing.

Blackpool Airport - no objections to the development.

United Utilities - no objection in principal.

NATS - no safeguarding objections to the proposal.

Environment Agency - requires notes to be added to any approval.

Observations of Other Interested Parties

LCC Care Homes Project Team - I understand a formal planning application has now been submitted by Condry Lofthouse Architects, on behalf of Wharfedale.

The purpose of my letter is to write in support of the application and confirm that Lancashire County Council have worked closely with Wharfedale on a partnership basis in developing proposals thus far.

The proposed development sites at the centre of both Central Government and the County Council's strategy for the future of long term caring of the elderly population and will become a flagship for others to follow.

Should you wish further discussion to take place or additional information to be forwarded please do not hesitate to contact me.

Neighbour Observations

7 letters of objection and a petition signed by 19 signatories. Objections on the following grounds:

1. too many apartments
2. insufficient parking
3. noise during construction
4. potential to change to flats
5. building oppressive and out of character
6. existing building could be refurbished
7. loss of light
8. overlooking
9. Sub station moved nearer to boundary
10. commercial development in a residential area
11. Property devaluation
12. railings too high

Relevant Planning Policy

Lancashire Structure Plan:
Policy 1, 12

Fylde Borough Local Plan:
SP1, HL1, HL2

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPG3: Housing

Environmental Impact Assessment

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

Comment and Analysis

As detailed above, the proposal is for 58 'extra care' apartments for the 'frail and elderly', with a

proportion of the units, being 'let' to LCC Social Services (approximately 7 - 10 units), the remainder will be sold on the open market.

The main issue (notwithstanding the built development form), is whether the proposal meets the requirements of Policy HL1 of the Revisions to the Housing Chapter of the Local Plan. Criteria 4 of HL1 allows for housing which meets the special needs of vulnerable sections of the community within the Borough and which would continue to meet such needs over the long term, including specialist provision for the following groups:

- the frail elderly;
- the disabled or people with a mental health problem;
- vulnerable young people, including children leaving care.

The proposal is to meet the needs of the frail elderly and therefore, meets exception no 4 of HL1. However, the policy goes on to clarify that the development should meet the special needs of residents of Fylde Borough and should be based on up-to-date evidence of need.

Extensive negotiations have been taking place with the applicant with regards to their ability to fully comply with the exceptions policy. On initial submission of the application, the applicant, whilst stating that the units would be for 'extra care', only wished for around 60% of the units to be occupied for the frail and elderly. On that basis, this failed to comply with the exceptions policy of HL1 and Officers were unconvinced that what the applicant was proposing, was little more than sheltered housing. On considering this issue at the Public Inquiry into the revisions to the Housing Chapter, the Inspector made specific comments in relation to this exception, and clarified that ***for the avoidance of doubt, age restricted retirement homes and sheltered housing within a residential warden would not constitute 'special needs housing'***. On that advice, the applicant has sought to demonstrate that their proposal is more than sheltered housing, and has now supplied the Council with their occupation criteria, in respect of persons residing in the units. In addition, they have now confirmed that 100% of the units will be occupied by the 'frail elderly'. For the avoidance of doubt, the applicant has confirmed that the occupation of the units will be restricted to persons who meet one or more of the following criteria:

- would otherwise need to enter a registered care home or nursing home;
- has a medical condition which requires the support of this type of accommodation in order to maintain personal independence. This category will include, but not be restricted to those diagnosed with multiple sclerosis, Parkinson's, dementia, motor neurone's etc.;
- Wheelchair dependant;
- has a medical condition which will necessitate domiciliary care or entry into a residential care home;
- be in receipt of domiciliary care from a CSCI (Commission for Social Care Inspection registered provider or equivalent);
- be in receipt of personalised care from a family member or friend - this care if provided on a payment basis would only be allowed via a CSCI registered care provider.

In addition, the minimum age of occupation would be 60, although in exceptional circumstances those below 60 may be considered and residents who have a spouse or partner who meet the criteria of 'frail elderly' would be acceptable.

A further point of clarification, which has been established by the Inspector is that the original Policy HL1 in respect of special needs dwellings, referred to 'small scale'. Whilst 'small scale' was not defined within HL1, officers were of the opinion that 58 units was NOT small scale. However, during the course of the application, the Inspector reported into the housing chapter and excluded the term 'small scale'. His reason for this was that he considered that ***'the provision to meet the needs of vulnerable sectors of the community will almost by definition, relate to small scale developments.'***

That would not however, be a sound reason to add the words to the policy as a mechanism which seeks to define the scope of possible exceptions. It would simply be one consequence of allowing an exception. The actual concern to be addressed would be the meeting of an identified local special need. That is the central test for this exception'.

The draft Extra Care Strategy for Fylde specifically relates to the issue of extra care within the Borough and identifies a need for 50 extra care units in the period 2005 - 2006 and a further 30 in the period 2006 - 2007. The table below identifies the predicted demand for extra care housing in Fylde. N.B. These figures are cumulative and not an annual assessment of need.

Predicted demand for extra care housing in Fylde

<i>Year</i>	<i>Fylde</i>
<i>2005 – 2006</i>	<i>50</i>
<i>2006 – 2007</i>	<i>80</i>
<i>2007 – 2008</i>	<i>120</i>
<i>2008 – 2009</i>	<i>150</i>
<i>2009 – 2010</i>	<i>150</i>

During the period 2005 - 2006, no extra care units have been provided and therefore on the basis of this application, the strategy in itself, is sufficient to demonstrate that there is a need for extra care facilities in the Borough, as is required by Policy 1 of the Local Plan.

On that basis, Officers are now satisfied that the proposal, albeit for 58 units, is acceptable in the terms of exception no. 4 of HL1, given that it would meet the needs of vulnerable sectors of the local community.

In respect of the built form of development, this has also been given considerable consideration by Officers, in seeking to achieve an acceptable form of development, both in visual terms, and in relation to neighbouring properties.

The building would be of a 'H' shaped configuration ranging between two and three storey, with the 3 storey element being in the centre of the site and set back on average from the frontage by approximately 21m. The footprint of the building fronting Highbury Road East projects further forward than the existing building by a variety of distances. However, Officers are of the opinion that the way in which the building has been designed and the landscaped area that will be retained to the frontage, is sufficient so as not to appear too overbearing when viewed from Highbury Road East. In respect of the Frobisher Drive elevation, the main elevation is set further back from Frobisher Drive than the existing building, with the projecting elements falling in line with the main building line along Frobisher Drive. Whilst this element is 2 1/2 storey in height, the front to front distance requirement of 21m is exceeded by approximately 4m. In terms of the design and massing of this section of the development, the built form has been broken up by way of projections etc, which seeks to reduce the overall massing of this elevation, which is in itself of some 54m. The building which is located closest to the properties on Ramsey Close, was of concern to your officers, in terms of the massing and height in close proximity to their rear garden areas. As such, this element of the building has been reduced in height to two storey and set back a greater distance from the boundary. There remains a distance of 20m between the main building and the main part of the dwelling. This is considered sufficient in relation to potential impact on adjacent properties.

With regards to the siting of the building in relation to the golf course, officers had concerns with regards to the proximity to the boundary of the site and the golf course and its resultant impact upon the greenbelt (the adjacent golf course is designated as green belt). Through negotiation the building has been set back from the boundary, and now varies in distance of between 6.4m and 9m. With

sufficient landscaping and a variety of materials, this is now considered acceptable.

In terms of the design, the building is of a more modern, contemporary design, but with some traditional elements incorporated, in order to pick up on the vernacular of the area. The main part of the building is to be in traditional red brick, with projecting bays, incorporating a palette of materials/finishes, including a contrast brick and rendered panels. The projecting elements will generally be of a flat roofed design, projecting above the eaves level, and at some points, extending the glazed elements above. A variety of dormers are proposed, again, of a modern design, with large areas of glazing, thereby reducing their dominance and visual impact.

Car parking is provided in the site for 20 cars. Given that the proposal is for extra care facilities, there is a limited requirement for off-street parking. Notwithstanding the above, there is limited car parking at present and therefore, any increase within the site is welcomed.

In conclusion, whilst the building forms a larger footprint than the building which it would replace, the proposed building, in relation to its siting and design is considered acceptable as it meets the privacy distances required and is of a design which would not appear out of character with the surrounding areas. In addition, the existing building is not of a significant architectural quality, so as to warrant its retention. In fact, the proposed replacement building, from an aesthetic point of view, would contribute more to the surrounding area than the building which it is proposed to replace.

Conclusions

It is considered that the proposal meets the exceptions to Policy HL1 in respect of special needs dwelling and the replacement building is of a satisfactory form of development and the application is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions and the completion of a Section 106 Agreement to restrict the occupancy of the proposed development and payment of a commuted sum towards public transport infrastructure:

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 render 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. The proposed window[s] shown coloured green on the approved plan shall be glazed with obscure glass of a type to be agreed with the Local Planning Authority and shall thereafter be retained or if replaced the glass shall be of the same type as previously agreed.

To safeguard the amenities of the occupants of adjoining residential premises.

4. The car parking [and unloading and loading] 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 first occupation of the premises, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for residents on the site, their visitors or delivery / collection vehicles.

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

5. The building[s] shall not be occupied until a means of vehicle access and turning area has been constructed in accordance with the approved plans.

To secure a satisfactory standard of development.

6. 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.

7. 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.

8. 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.

9. Prior to commencement of development, full details of the railings and boundary walls shall be submitted to and approved by the Local Planning Authority. The railings shall thereafter be retained in their approved form unless express consent is otherwise granted by the Local Planning Authority.

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

10. Prior to the commencement of the development full details of the means of foul sewerage and surface water treatment and disposal shall be submitted to and approved by the Local Planning Authority [The Council's Technical Officer]; the facilities shall be fully installed on site to satisfactory working order prior to the occupation of the first dwelling on the development.

To ensure satisfactory sewage treatment and surface water disposal on the development site.

11. 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.

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

To prevent pollution of the water environment.

13. Prior to the occupation of the first unit, provision shall be made for 10% of the for the parking of mobility buggies. Such details shall be submitted to and approved by the Local Planning prior to commencement of operations.

In order to comply with the adopted Parking Standards.

14. Notwithstanding the details shown on the approved plan, details of the visibility splay requirement, being 2.4m by 70 metres shall be submitted to and approved by the Local Planning Authority prior to commencement of operations. The visibility splay shall be provided, concurrently with the access and turning area.

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:

Lancashire Structure Plan:
Policy 1, 12

Fylde Borough Local Plan:
SP1, HL1, HL2

Other Relevant Policy:
PPS1, PPG3



The Built Environment Unit
Fylde Borough Council

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Application No.

5/05/0535

Address

Crossacres
Highbury Road E, St Annes

Grid Ref.

E.3319 : N.4300

Scale

N.T.S.

Item No.

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:	15	Case Officer:	Mrs J Cary
Reason for Delay:	In order to allow a similar development to be visited by officers		

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 than 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 from 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 in 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 pantecnican servicing the site, and the highway 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

The following comments were received from the Consumer Wellbeing Section with the points replied to as follows:

Further to your email dated Friday 30th September 2005 please find listed below clarification for your queries:

1. Volume of input - how many tonnes per day/week?
20 tonne per day
2. Storage of chippings and ash should be internal
This will be in a covered secure area
3. No chipping on site without agreement from EP about noise/dust
The wood is delivered to site already chipped
4. Characteristics of gaseous emissions?
Refer to Biomass document
5. Possible need to be permitted/authorised under EPA – Not necessary
Refer to Biomass document
6. No deliveries between 6.00pm and 8.00am or Sundays/Bank holidays etc
Acceptable
7. Plant used on site to transport chippings/ash during usual hours - no reversing beepers at night etc
Acceptable

Consumer Wellbeing's response to the above: 'we are happy with this - no objections to the application'.

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

33 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
9. Should be located on an industrial estate

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 30/9/05.

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.

7. There shall be no deliveries to the site in relation to the use hereby approved between the hours of 6.00pm and 8.00am or on Sundays/Bank/Public holidays.

To safeguard the amenities of nearby residential properties.

8. There shall be no reversing beepers to be used on the plant, machinery and vehicles in the operation hereby approved between the hours of 6.00pm and 8.00am or on Sundays/Bank/Public holidays.

To safeguard the amenities of nearby residential properties.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: SP2, SP5, SP9

Joint Lancashire Structure Plan: Policy 1

PPG's/PPS's: PPS, PPS7, PPG22

5/12/05 795

Biomass
engineering

The clean and renewable energy source

Biomass Engineering Ltd

Date: 15.08.05

BIOMASS ENGINEERING LTD

PRODUCTION OF ALTERNATIVE GREEN ELECTRICITY USING 'RENEWABLE ENERGY' WASTE BIOMASS WOOD FUELS

A BRIEF DESCRIPTION AND BENEFITS OF A BIOMASS ENGINEERING LTD, GASIFICATION SYSTEMS

Prepared By: Biomass Engineering Ltd
Junction Lane
Sankey Valley Industrial Estate
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WA12 8DN

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Fax:GB 01925 220135
E-Mail andrewc@shawton.co.uk
Website www.biomass.uk.com



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INTRODUCTION

Power Generation from Biomass Engineering Ltd Gasifiers

A Gasifier is a device that can convert a solid renewable energy fuel source into a clean, combustible producer gas.

The major attraction of a gasifier is the ability of gasification to convert cheap Biomass resources,

ie Agricultural, Household (MSW) and Industrial Biodegradable refuse into high value fuels and thereby reducing the requirements of expensive petroleum products, thus offering the user considerable, all round savings. Promotion of Sustainability

Above all "Acceptable levels of Emissions" into the atmosphere.

The Biomass Engineering Ltd down-draught gasifier converts wood or agricultural woody wastes (Biomass), SRC crops, into a clean user friendly gas, that can be burned in any gas engine and micro-turbine, thereby replacing expensive liquid fuels, gas or solar energy for power generation.

Gasification is of importance not only for remote locations and underdeveloped countries, but of primary importance to Europe as a whole, where serious research is currently being conducted on purpose grown crops particularly for this use, to generate Electricity, and thereby reducing the reliance on the National Grid or any other supplier.

Alternatively, Gasification may be the answer to an Industry with a serious biomass waste disposal problem.

All users of energy i.e. electricity or gas will confirm, that the purchase price Never goes Down!!

Why remain totally reliant on a supplier of Electricity or Gas??

From One Biomass Engineering Gasification Plant the following is available: -

- a. Gas
- b. Electricity
- c. Hot Water
- d. Hot Air
- e. Combination of Hot Water and Hot Air

Produce your own Power and Sell it back to the National Grid or use it "In-House", on an Industrial site, community block/ Housing Estate etc.



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A Biomass Gasifier

The Gasifier is a stainless steel and mild steel body fixed bed down draught Gasifier suitably sized for wood pyrolysis conversion to a maximum of 350kw per hour of Electricity from one single plant. It is designed to convert approximately 300kg per hour (on average) of mainly poplar wood fuel into 750 Metre cubed of gas at an ambient atmospheric temperature of between 10 & 25 degrees C, and having a calorific value between approximately 5,000/5,700 KJ/Meters cubed. Note: for a 1MWE system requires 3 x 350kwe gasifiers within the one plant, this is known as a banking system.

Internally the Gasifier is equipped with a mechanical moving grate/ riddling system to ensure that all ashes, residues etc created from the pyrolysis reaction do not cause any blinding over the grate outlet, and after collecting at the Gasifier base the ashes, residues can be easily removed.

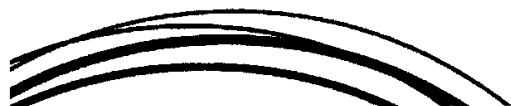
The gas created within the Gasifier body is then drawn up through stainless steel piping, Cycloned or ceramic candle filtered, scrubbed via a wet water scrubber tank separator where gas cooling and finer particulate/phenols removal takes place, condensate removed. The gas is further conducted through a special duplex change over fabric filter, where any remaining dust is arrested, thus ensuring that the produced gas at the filter outlet contains less than 25mg dust /Nm cubed and to remove any entrained dust particles from the gas stream and then cooled to ambient temperatures (within scrubber tank) to suit the requirements of Internal Combustion Engines or micro-turbines, to act as a good quality clean, green renewable energy gas fuel to electricity.

The additional air-cooling ensures that the heating value of the gas is maximized as a result of: - a) The higher gas density at a lower temperature. b) Removal of high percentage of the inert water vapour that is present in the gas.

The gas energy is thus optimized, by permitting a maximum full charge of gas to each engine cylinder.

The entire gasification process is conducted under aspiration (Suction). This means that the complete system up to the engine is operating "below atmospheric pressure" which prevents the possible leakage of gases into the open air.

The design and range of Biomass Engineering CHP gasification systems start from as small as 50kwe through, 150kwe, 250,kwe, 300kwe, 350kwe, 500kwe, 750,kwe up to 1MWE, with ranging banking systems.



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Advantages/Incentives

Has you are very much aware, due to the enormous effects that traditional Electricity power generation from oil, gas and coal is having on the environment the World's global governments are encouraging the introduction of small-scale localized Combined Heat and Power generation schemes, offering businesses funding, incentives on green levy and capital grant schemes.

The ideal Industry's to promote and introduce these schemes to, especially if briquetting machines can be utilized are where production of woody type residues is part of daily processing and manufacturing, i.e. Saw mills, Paper mills, cardboard, grasses, Joinery workers, sawdust, forestry, SRC willow crops, wood storage, palletting and the farming community, some types of shredded MSW, with Biomass woody residues being the best source of green 'Renewable Energy' Fuel.

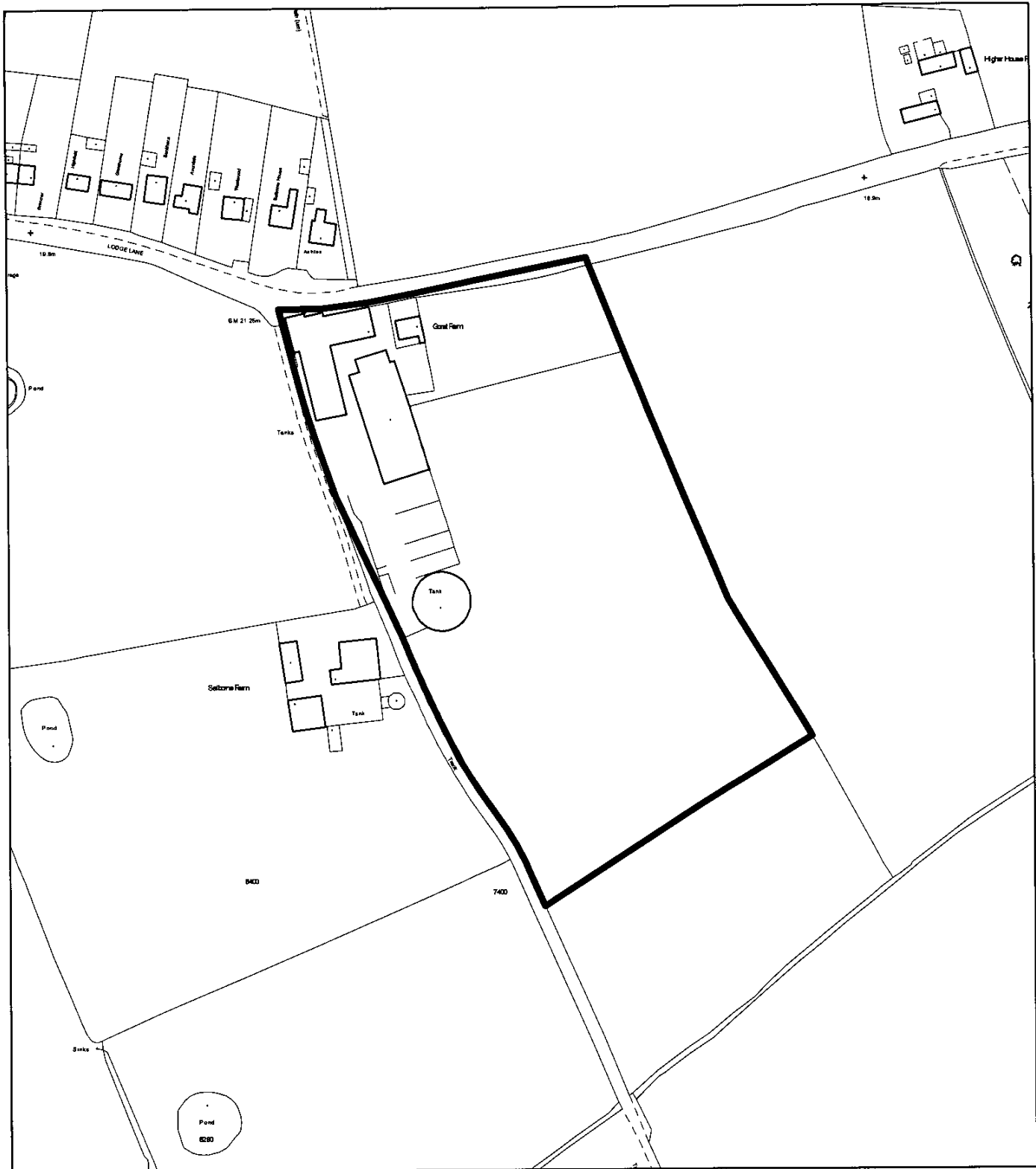
The introduction of a Biomass Gasification system on a site or community with biomass wood residues have exceptional financial gains to the business:- 1) No more electricity bills each month if a biomass CHP gasifier sized big enough to cover all there existing on site power requirements was installed. 2) No more costs on transporting and land filling of wood waste residues, as this would be gasified as biomass fuel. 3) Sell your power generated to the National Grid or power local community buildings etc

Biomass Engineering Ltd offers a full and comprehensive 'Turn-Key' Engineering Facility covering feasibility, design, in-house manufacture, installation and commissioning to provide a reliable system of converting wood fuel via gasification to useful combined heat and power.

We also offer a facility of 2/3 year maintenance contracts and back-up to ensure smooth running and performance of the plant with a view to minimal down time on production and confidence, reliability.



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D I Wilkinson - Business Manager The Built Environment Unit Fylde Borough Council		This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. (C) Crown copyright Licence No. 100006084 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.		
Application No. 5/05/0795	Address Gorst Farm Lodge Lane, Elswick	Grid Ref. E.3427 : N.4381	Scale N.T.S.	Item No.

Item Number: 4

Application Reference: 05/0953		Type of Application:	Full Planning Permission
Applicant:	Travis Perkins Plc	Agent :	Davlyn Properties Ltd
Location:	HENTHORNES, ORDERS LANE, KIRKHAM, PRESTON, PR4 2T		
Proposal:	DEMOLITION OF EXISTING SALES BUILDING / WAREHOUSE BUILDING AND FORMATION OF NEW SALES BUILDING AND SEPARATE WAREHOUSE BUILDING.		
Parish:	Kirkham	Area Team:	Area Team 1
Weeks on Hand:	7	Case Officer:	Mr D Shepherd
Reason for Delay:	The application was deferred at a previous meeting to allow a committee site visit.		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application is for a replacement sales building and warehouse on the site of the existing building adjacent to Orders Lane and a new warehouse building to the South West corner of the site. The development proposed is considered to be acceptable and is therefore recommended for approval.

This application was considered at the last meeting of the Development Control Committee when Members deferred a decision in order to allow a site visit to take place. The application was reported as follows:

Reason for Reporting to Committee

Kirkham Town Council have objected to the application.

Site Description and Location

The site is in the town centre of Kirkham, just south of Town End and is currently in use as a builders merchants. There is the Swan Hotel to the east and housing to the north, west and south.

Details of Proposal

Replacement sales building and new warehouse at existing builders merchants site.

Relevant Planning History

Application No	Development	Decision	Date
05/0087	DEMOLITION OF EXISTING BUILDING AND CONSTRUCTION OF SALES BUILDING AND	Withdrawn by Applicant	28/02/2005

SEPARATE WAREHOUSE.

Parish Council Observations

Kirkham Town Council - object to the application as the warehouse is in an area which is not currently built on and would be overbearing on residential properties.
The council find the main (replacement) building acceptable.

Statutory Consultees

None

Observations of Other Interested Parties

None

Neighbour Observations

Four letters of objection on following grounds;

- there is a sewer running through the site
- heavy vehicles attend the site, a move out of town would be welcomed
- detrimental to our lives
- all properties surrounding the site are terraces and the building yard already seems to be on top of us. The new building would make this worse.
- noise has increased on site, this will make it worse
- the traffic is getting worse and now starts at 7am most days
- the new building would block light to the rear windows of our house
- the yard is already full to bursting
- I do not think this kind of business is really needed or wanted here

Relevant Planning Policy

Lancashire Structure Plan:
Policy 2

Fylde Borough Local Plan:
SP1,SH 9

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPS 6: Town Centres and retail 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 here is the new building proposed in the south west corner of the site, where there is currently no building.

The replacement building to the edge of Orders Lane is to be constructed of red facing brick and is on a smaller footprint than the existing building.

The building to the South West corner is for warehousing, and is proposed to be 20.5 metres in length by 12 metres deep by 6 metres to eaves and 7.5 metres to ridge. The building would be constructed of Platisol coloured sheeting in a mixture of grey and blue colouring.

The position of the building is to the north of the rear garden of 4 Orders Lane, approximately 13 metres from the house itself. It is 26 metres due east of the side elevation of 30 Swarbrick Street and almost 35 metres south of the rear of properties in Moor Street. At these distances it is your officers view that it would be difficult to justify a refusal of the proposal, on the impact of the building on the neighbours. Clearly there will be some impact on adjacent properties, in particular 4 Orders Lane, but not so great as to warrant a refusal of planning permission.

The application site has been used as a builders yard for a long period of time (the 1950's) and various builders materials have always been stored in the open in the yard including up against the walls surrounding the site. Comments have been made about the hours of operation/opening at the site. This is not for consideration in this application and there is no change of use. It is not appropriate and would be unreasonable to attempt to impose hours of business on the application which is basically just for new and replacement buildings on site.

Conclusions

The application is considered to be acceptable as it is an existing, established use of the site and the new warehouse building is considered to be in a position that is not detrimental to any of the neighbouring properties.

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

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

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, SH9
Joint Lancashire Structure Plan: Policy 2
PPG's/PPS's: PPS1,PPS 6



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<p>Application No. 5/05/0953</p>	<p>Address Henthornes Orders Lane, Kirkham</p>	<p>Grid Ref. E.3422 : N.4320</p>	<p>Scale N.T.S.</p>	<p>Item No.</p>

Item Number: 5

Application Reference: 05/1020		Type of Application:	Full Planning Permission
Applicant:	Mr G Leeming	Agent :	
Location:	RAILWAY/TRAMPOLINE, SOUTH PROMENADE, ST ANNES, LYTHAM ST ANNES		
Proposal:	LIFTING ROOF OF EXISTING TUNNEL BY 500mm ON RAILTRACK		
Parish:	Fairhaven	Area Team:	Area Team 2
Weeks on Hand:	1	Case Officer:	Mrs J Cary
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The proposal complies with Policy EP17 and TREC13 of the Local Plan in respect of development within the seafront areas at St Annes and Members are recommended to approve the application.

Reason for Reporting to Committee

The application relates to land owned by the Council.

Site Description and Location

The site is the existing recreational area on St Annes seafront, which consists of the miniature railway, the golf course and the trampolines. The existing tunnel is on the seaward side of the site.

Details of Proposal

The proposal is to increase the height of the exiting tunnel by 500mm on the existing railtrack. The tunnel is currently 2m high, and it is proposed to extend it to 2.5m along the full length, ie, 35.7m.

Relevant Planning History

Application No	Development	Decision	Date
03/0033	REPLACEMENT THREE METRES HIGH, WIRE MESH FENCE AROUND TRAMPOLINE PLAY	Granted	05/03/2003
04/0205	CHANGE OF USE FROM GRASSED AREA TO CHILDREN'S RACE TRACK FOR COIN OPERATED CAR RIDE	Granted	07/06/2004
04/0461	RETROSPECTIVE APPLICATION FOR ROLLER SHUTTER TO BUMPER BOAT ENCLOSURE	Granted	02/08/2004

04/0462	RETROSPECTIVE APPLICATION FOR ADVERTISEMENT CONSENT FOR SIGN TO BUMPER BOAT ENCLOSURE	Refused	02/08/2004
96/0733	ERECTION OF BRICK KIOSK AS REPLACEMENT FOR EXISTING	Granted	03/01/1997

Parish Council Observations

St Annes on the Sea Parish Council - any views to be reported.

Statutory Consultees

none.

Observations of Other Interested Parties

Economic Wellbeing - any views to be reported.

Neighbour Observations

Any views from site notice to be reported.

Relevant Planning Policy

Lancashire Structure Plan:
Policy 1

Fylde Borough Local Plan:
EP17,
TREC8

Other Relevant Policy:
PPS1: Delivering Sustainable Development
PPG9: Nature Conservation

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 site is located within the seafront tourist area where proposals for new tourist and leisure facilities will be permitted within the defined areas. The site is an existing miniature railway facility where there is an existing building which houses the existing train. The applicant has added a road train to his fleet, which is larger in height than the railway train. As such, the existing tunnel is not of a sufficient height to accommodate it. The increase in height is minimal and the resultant building would not be noticeably different from the existing building. The proposal therefore complies with Policy TREC 8.

The site of the miniature railway is also a designated biological heritage site. Development which is likely to impact significantly or fundamentally on the biological/geological resources of such sites will not be permitted. However, the built development is already in situ, the proposal is to merely extend above the existing built footprint and would not therefore impact upon the ecological issues of

the area. The proposal therefore complies with Policy EP17 of the Local Plan.

Conclusions

The proposal meets the requirements of Policies EP17 and TREC8 and is therefore recommended for approval and the decision delegated to the Acting Chief Executive on expiry of the site notice.

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 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 roller shutter doors indicated on the approved plans shall be treated with a factory applied surface finish in accordance with details which shall first have been submitted to and approved in writing by the local planning authority.

In the interests visual amenity.

REASON FOR APPROVAL

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

SUMMARY OF RELEVANT POLICIES

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

The Fylde Borough Local Plan.

The Joint Lancashire Structure Plan.

and all other relevant planning guidance
and in particular Policies:

Fylde Borough Local Plan: EP17, TREC8

Joint Lancashire Structure Plan: Policy 1

PPG's/PPS's: PPS1, PPG9



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<p align="center">Application No. 5/05/1020</p>	<p align="center">Address Railway/Trampoline South Promenade, St Annes</p>	<p align="center">Grid Ref. E.3321 : N.4280</p>	<p align="center">Scale N.T.S.</p>	<p align="center">Item No.</p>

Item Number: 6

Application Reference: 05/1044		Type of Application:	Full Planning Permission
Applicant:	Kensington Developments Ltd	Agent :	
Location:	WAREING, RIBBY ROAD, WREA GREEN, PRESTON		
Proposal:	RE-SUBMISSION OF 05/675 - RESERVED MATTERS APPLICATION FOR 30 DWELLINGS COMPRISING OF: 18 MEWS HOUSES, 6 APARTMENTS AND 6 AFFORDABLE PROPERTIES.		
Parish:	Ribby with Wrea	Area Team:	Area Team 1
Weeks on Hand:	4	Case Officer:	Mr M Evans
Reason for Delay:	N/A		

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application is a resubmission of a previously refused, reserved matters application for the following: Siting, design and external appearance for the erection of 30 dwellings. The previous refusal related to the erection of 38 dwellings. Access was approved at outline stage and the final reserved matter, landscaping, would be subject of a separate application if this matter is approved. The proposals have been the subject of a number of revisions following the recent refusal.

The application before members now, is considered to be acceptable and to overcome the Committee's concerns in relation to the proposal and the reasons for refusal and is again, recommended for approval with conditions and a S 106 Agreement to secure the affordable housing both for future occupants as well as the initial occupants of the 6no affordable units, together with the securement of a commuted sum in relation to TREC 17 and public open space.

Reason for Reporting to Committee

The application is a 'major' application and does not therefore, fall within the scheme of delegation. The proposal has also been the subject of significant public interest in the development. The applicant has submitted a supporting statement in connection with the application, which is appended to this report.

Site Description and Location

The application site is the current Wareings site in the centre of the village. The site is surrounded on all sides by residential development. This is, in the main, of dormer bungalow form. There is also the Church Row terrace of small thatched cottages. In the Smithy Fold area are more traditional two storey properties and there is a pair of semi-detached dwellings adjacent to the entrance of the site. The Smithy Cottage is within the Conservation Area.

Details of Proposal

The application is for reserved matters and proposes a total of 30no dwellings (a reduction of 8 from the previous refused application), and incorporates 18no mews houses, and 6no apartments and 6 no. affordable dwellings. The proposals are in the style of the Arts and Crafts movement.

The form of development is a mixture of terraces (of varying sizes) of two and a half storey buildings.

The scheme proposed would provide underground car parking for all dwelling units on the site and the "ground level" has been designed to be pedestrian priority reducing the visual presence of the motor car.

Relevant Planning History

Application No	Development	Decision	Date
01/0390	OUTLINE APPLICATION FOR RESIDENTIAL USE	Granted	05/02/2003
02/0749	CONSERVATION AREA CONSENT TO DEMOLISH SINGLE STOREY REAR EXTENSIONS	Withdrawn by Applicant	19/11/2002
04/0336	RENEWAL OF TEMP PLANNING CONSENT 99/0186 FOR TEMP OFFICE ACCOMMODATION	Granted	17/05/2004
05/0675	RESERVED MATTERS FOR RESIDENTIAL DEVELOPMENT OF 38 DWELLINGS COMPRISING OF 18 HOUSES, 12 SHELTERED APARTMENTS AND 8 AFFORDABLE UNITS.	Refused	19/10/2005
90/0741	ERECT FIRST FLOOR OFFICE EXTENSION	Granted	05/12/1990
99/0186	MODULAR BUILDING FOR USE AS TEMPORARY OFFICE ACCOMMODATION.	Granted	21/04/1999

Parish Council Observations

Ribby with Wrea Parish Council - views awaited

Statutory Consultees

County Highway Authority. (comments in relation to the previous proposal) - The application is a reserved matters application, the access having being applied for at outline stage. The applicant has agreed to construct a footway cross over at the entrance to the site and a rumble strip within the site. I am happy with these amendments to the scheme.

Any further views on this current application will be reported.

United Utilities - No further views to make on the application other than the comments made previously, which are as follows: - No objections providing that the site is drained on a separate system, with only foul drainage connected into the foul sewer.

Several public sewers cross the site and we will not permit building over them. We will require an access strip of no less than 6 metres wide. Therefore, modification of the site layout, or, a diversion of the affected public sewer at the applicants expense may be necessary.

Observations of Other Interested Parties

CPRE (comments in relation to the previous proposal) - We object to the development. We note that the application proposes the demolition of a dwelling that is within the Conservation Area.. The violation of the conservation area has not been justified. We note the scheme involves 2 and 3 storey development and would suggest that only 2 storey is acceptable.

Design Panel - This is a pleasant and well-designed scheme clearly influenced by the arts and crafts movement. There is a mixture of types of dwelling but there are clear and identifiable characteristics which link the dwellings together to provide a design hierarchy of development which is individual but fits in with the wider character of Wrea Green. The narrow roads and use of underground car parking provides the scheme with a welcomed traditional charm, all too absent on most housing schemes, that will enhance this part of the village.

Previous concerns, with regard to the height of some of the 3 storey houses previously proposed have been overcome in the revised scheme, but the interesting variations in roof heights, which from a pure design perspective is good, have been retained.

In conclusion, the proposal is considered to be a highly acceptable form of development which is appropriate to this village location.

Neighbour Observations

None received at time of writing report.

Relevant Planning Policy

Lancashire Structure Plan:

- Policy 2: Main Development Locations,
- Policy 12: Housing Provision.
- Policy 2: Lancashire Natural and man made heritage

Fylde Borough Local Plan:

- SP 1, EP 3 ,TREC 17 and
- HL 2 of the Post Inspectors Revisions, (Housing Chapter)

Other Relevant Policy:

- PPS1: Delivering Sustainable Development
- PPG 3: Housing
- PPG 15: Planning and the Historic Environment

Environmental Impact Assessment

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

Comment and Analysis

As stated earlier in the report, this application is a reserved matters application for siting, design and external appearance. Means of access was approved at outline stage and landscaping remains to be submitted. The proposal has been amended from the previous application in a number of significant areas, with a view to addressing the concerns of the committee, neighbours and the subsequent reasons for refusal.

No numbers of units were mentioned in the description of residential development at outline stage,

nor was there a condition imposed in terms of dwelling numbers. There was a condition imposed on the outline approval to the effect that 20% of the site (in terms of numbers) should be for affordable housing, hence the 6no units out of the 30 for affordable use.

The site consists of a terrace of 10 units, two terraces of 4no units each, and a block of 4 apartments and a block of 8 apartments.

The site density is at approximately 42 units per hectare. Central Government Planning Guidance in PPG 3 advises that local planning authorities should seek minimum densities of between 30 to 50 dwellings per hectare. The figure of 50 is not prescribed as a maximum, a pertinent factor in determining such factors, is the existing densities in the area in the vicinity of the site and also, in terms of design, the variety of styles and design in the village. As the village encompasses many styles ranging from traditional thatched cottages, an array of styles around the Green, to more traditional Victorian dwellings and more recently dormer bungalows, there is no one dominant style. The proposal in that regard, cannot therefore be deemed to be unacceptable, nor can it be relied upon in respect of a reason for refusal.

Whilst no neighbour objections have been received at the time of writing the report, the previous neighbour objections received, paid great concern to the development, including some three-storey elements, together with a number of other issues, which contributed to the application being refused.

On that basis, the applicant has sought to address the concerns of the committee, neighbours and the resultant reasons for refusal, which has culminated in the following amendments to the proposal. These include:

- the reduction of the number of dwellings from 38 to 30
- removed the 3 storey elements
- removed the central group of dwellings
- deleted the proposal to demolish Smithy Cottage
- moved the new dwellings away from the boundaries of existing properties
- the payment of £30,000 in the way of a commuted sum in lieu of providing on-site public open space.

In addressing those points, the reduction from 38 to 30 dwellings reduces the density of the development, thereby improving the visual context of the development. The removal of the 3 storey elements results in a more domestic scale of development, however, the roof spaces are utilised in a number of properties by way of the introduction of dormers and veluxs, which did form part of the proposal previously. The removal of the central group of dwellings, improves the spacing around the properties, and the opens up the central area of the development to provide a more spacious feeling and a more pleasing form of development. Concern was previously expressed with regards to the proximity of various points of the development and its potential impact on neighbouring properties. Improved distances between the proposed development and existing properties on Woodlands Close, Manor Road and Orchard Close have also been achieved in this amended scheme. Members also raised concern with regards to the loss of Smithy Cottage, notwithstanding the fact that the dwelling was not 'listed'. As such, the applicant has deleted the replacement of this dwelling from the development and insofar as this application is concerned, the dwelling will remain. The final reason for refusal was the lack of public open space. Policy TREC17 of the local plan refers to the provision of public open space in new housing developments. However, TREC 17 states that ***'where the standards would require the provision of an open space of less than 0.2 ha or where for other reasons it is agreed between the developer and the council that the open space would be better provided off site, payment of a commuted sum will be sought to help provide additional or improved open space or other recreational facilities nearby where the benefits would serve the occupiers of the new development'***. On assessing this revised application, the provision of open space IS less than the requisite 0.2 ha, and therefore, the provision on-site IS NOT REQUIRED and should be met by

way of a commuted sum. Discussions have taken place between the application and the Parks Manager, where it has been agreed that a figure of £30,000 be paid for improvements to be made to existing public open space within the Parish. This is wholly in accordance with TREC 17.

Conclusions

It is your officers opinion that the proposal in its revised format, addresses the concerns of the committee and the subsequent refusal of permission, in that, 1) Smithy Cottage is no longer proposed for demolition, 2) the 3 storey elements of the proposal have been deleted, 3) the central form of development has been deleted from the proposal, 4) agreement has been reached with the Park's Manager with regards to the payment of a commuted sum in relation to Policy TREC17, and 5) the there are improved distances between the proposed development and existing properties on Woodlands Close, manor Road and Orchard Close, which exceed the Council's spacing standards as normally applied. On that basis, it is recommended that there is no compelling argument that the reasons for refusal have not been overcome, and it is considered that there would be no adverse impact on either the nearby residential properties or the character of the conservation area. The application is considered to comply with adopted development plan policies, central government planning guidance and all other planning issues, and the application is again, recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the applicant entering into a S 106 Agreement under the 1990 Town & Country Planning Act, to ensure the benefits of affordable housing are retained for future occupants of the 6no units, that a commuted sum of £30,000 be paid to the Parish Council in relation to the provision of public open space, and the following conditions:

1. Notwithstanding any denotation on the approved plans Samples of facing materials [including details of mortar colour as appropriate], 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.

2. 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.

3. The proposed windows shown BLUE shall be permanently fixed shut and be obscurely glazed in a manner to be agreed in writing with the Local Planning Authority. Such works to said windows shall be retained permanently.

In the interests of the amenity of the occupants of neighbouring properties.

4. All window frames on the proposed dwelling(s) shall be set in 4 inch/100mm 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.

5. 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.

6. All windows and doors shall be of a timber construction and painted or stained in a colour to the satisfaction of the Local Planning Authority; they shall all be set in reveal within their openings.

In the interests of the overall appearance of the development.

7. A scheme for the external lighting of the building / premises / site curtilage [including degree of illumination] shall be submitted to and implemented to the satisfaction of the Local Planning Authority; any addition or alteration to the scheme shall be agreed in writing with the Authority.

In the interests of visual / residential amenity.

8. The car parking [and unloading and loading] 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 first occupation of the premises, and shall thereafter be retained to the satisfaction of the Local Planning Authority solely for the purposes of car parking for residents on the site, their visitors or delivery / collection vehicles.

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

9. A scheme shall be submitted for any alterations to existing ground levels on site indicating existing and proposed levels and the nature of the proposed works in sectional detail. Such details shall also include proposed slab levels of the dwellings hereby approved, relative to the levels of dwellings outside of the site.

To ensure the safeguarding of amenities of residents of properties that surround the site.

10. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Class(es) A to H (inclusive) 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[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES]

- | | |
|-----|-----------------------------|
| A | House Extensions. |
| B&C | Roof Extensions/alterations |

- D Porches
- E Curtilage buildings
- F Hardstanding
- G Fuel containers
- H Satellite antenna]

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

11. Notwithstanding the provision of Class(es) A, B & 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[s] or curtilage(s) relevant to those classes shall be carried out without Planning Permission.

[CLASS VARIABLES

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

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

12. Prior to development commencing, details of all means of enclosure both to the site boundaries and within the site, shall be submitted to and approved by the Local Planning Authority. Only such agreed details shall be constructed/erected at the site unless written approval is granted to alternative details.

Reason; In the interest of visual amenity and to secure a satisfactory standard of development.

13. Prior to the commencement of development, a detailed schedule of finished floor levels shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in strictly accordance with the approved scheme.

In order to ensure a satisfactory form of development having regard to the undulating nature of the existing site.

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:SP 1,EP 3 and HL 2 of the changes to the Housing chapter of
the Local Plan

Joint Lancashire Structure Plan:Policies 2, 12 and 21

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



**The Built Environment Unit
Fylde Borough Council**

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Application No.

5/05/1044

Address

Wareings
Ribby Road, Wrea Green

Grid Ref.

E.3398 : N.4315

Scale

N.T.S.

Item No.

Planning Statement

Planning Application 05/1044

Resubmission Of Application 05/675 Reserved Matters Application for 30 Dwellings Comprising of 18 Mews Houses, 6 Apartments and 6 Affordable Properties at Wareings Site Off Ribby Road Wrea Green

Introduction

This statement has been prepared to support the development proposal at the Wareings fabrication site at Wrea Green with a quality and bespoke designed housing development. This statement outlines the scheme, the planning context and assesses the merits of the proposal

This statement provides a broad overview of the application site, its context in relation to the Wrea Green Conservation Area, its relationship with those residential properties surrounding the site and addresses the changes that have been made since the refusal of planning permission for application 05/675.

Site Appraisal

The application is currently occupied by redundant industrial units and extensive hardstanding. The site was until recently occupied by Wareings of Wrea Green who manufactured prefabricated buildings mainly for the agricultural industry. The site is relatively flat upon entry from Ribby Road and is significantly lower than the surrounding land in relation to the residential properties in the south/south-eastern part of the site.

Views in to the development site from public vantage points outside the boundary of the site are extremely limited. They would effectively be via the access on Ribby Road, the footpath link to The Green and through gaps in properties from Woodland Close, Manor Road and Orchard Close.

Due to the lower level of the development site any views of the new development would be limited to some first floors and roofscape.

Access to the development via Ribby Road was previously approved at outline stage and a footpath link to The Green is provided from Smithy Fold.

Proposed Scheme

The revised planning application reduces the proposed development from the 38 originally proposed to 30 dwellings. They comprise 18 mews houses, 6 apartments and 6 affordable units. The affordable housing provision through the Windmill Housing Association comprises 20% of the overall development as required by the existing outline planning approval.

Smithy Cottage which is located in the conservation area and which formed part of the original application has been excluded from the proposal.

The site area is now 0.7 Ha giving a density of development of 42 houses per hectare.

The three storey elements of the previous scheme have now been removed together with the central island feature. Improved distances between the proposed development and existing properties on Woodlands Close, Manor Road and Orchard Close have also been achieved in this amended scheme.

The extent of the underground car parking has been significantly reduced from 60 spaces to 38 spaces and in a change to this scheme there will be some surface level car parking for the apartments and affordable housing.

The overall design of the scheme remains the same as that previously supported by the Council's Design Panel. The style of buildings is intended to reflect the range found in villages, which display features from Georgian, Victorian and Arts and Crafts periods as well as strong vernacular traits. The proposed development will undoubtedly make a very positive contribution and enhance the character of this part of Wrea Green.

Impact on the adjacent Conservation Area

The overriding main characteristic of Wrea Green is its green. The conservation area is set around the properties surrounding the green and fingers out along the approaching roads into Wrea Green. There are no clear

characteristics regarding the development contained within it and really it is the overall contribution of landscape and building form that makes it such an identifiable Fylde village. It is apparent that the Council have not carried out a Conservation appraisal of Wrea Green which is disadvantageous to anyone wishing to carry out development in the vicinity of the conservation area. The proposed development builds on the characteristics that are evident and the development, in replacing a non contextual industrial site, will make a positive contribution not just to the conservation area but the wider part of Wrea Green. Views from the conservation area will at best be intermittent. There will be views through the access road and from residential roads through existing houses adjacent to the site. Due to the differences in levels such views will be limited and mere glimpses of the new development. There is therefore limited impact on the conservation area and what impact there is would be of a positive nature.

Impact on residential properties adjacent to the site

As a result in the reduction of the number of properties proposed for the site it has been possible to move the proposed dwellings further from the boundaries with existing residential properties. For example on the Manor Road boundary the proposed plot 11 dwelling has moved a further 2m away from the boundary than that shown on the original application.

The proposed properties backing on to Woodland Close and Orchard Close have also been repositioned further away from the boundary and the three-storey element to the apartments has been omitted. These distances far exceed the Councils normal spacing standards as set out in the 1976 Councils Handbook which is the only guidance on such matters.

Any impact that may have been considered to be the case has therefore been significantly reduced and therefore there can be no argument that there will be a detrimental impact on neighbouring properties. It should also be apparent that the much lower level of the development site in relation to the adjacent residential properties will also reduce the impact of the development on their residential amenity.

Overcoming the Councils reasons for refusal on application 05/0675

The first reason for refusal referred to the impact of the 3-storey element of the proposal on the neighbouring residential properties and the impact on the conservation area. It concluded therefore that it was contrary to Policy EP3 of the Fylde Borough Local Plan.

The three storey element has now been removed from the proposal and the impact on the nearby residential properties reduced by moving the development further from their boundary with the site. It is suggested that there was no convincing evidence to support this reason for refusal based on the extensive drawings, perspectives and sections provided as part of the previous application. It is certainly the case with the revised application that there will be no adverse impact on either the nearby residential properties or the character of the conservation area.

Reason 2 referred to the densities as set out in Planning Policy Guidance 3: Housing and the impact on the character of Wrea Green. PPG3 does set out the governments policy towards the development of land for residential purposes. A figure of 30 – 50 dwellings is advised as guidance to appropriate densities. The 50 figure is not prescribed as a maximum, however, and there should be no reliance of that figure in substantiating a reason for the refusal of planning permission. The figures are not therefore binding or prescriptive in any way but advisory and dependant on individual circumstances. It is maintained that the density of the previous application was acceptable in terms of the form of development and its impact on the character of Wrea Green. Due to its discreet location and design and layout the site lends itself in urban design terms to a higher density form of development.

Notwithstanding this view it is now proposed to reduce the number of properties and thus the density of the development to 42 houses per hectare. As demonstrated earlier the proposal is not out of character with Wrea Green and will not have any adverse impact on nearby residential properties.

Reason 3 suggested that the development was contrary to Policy TREC 17 of the Fylde Borough Local Plan. This was not based on any proper assessment of TREC 17 and the reference in the policy in not having areas of open space that would be less than 0.2 hectares in size. In-fact the policy states in any event that a commuted sum payment would be required. The Councils Parks Development Officer has been consulted and agreed that the appropriate means of providing better open space and equipment, when there is already in close proximity of the site, the green and a play area adjacent the existing scout hut, is a commuted sum of £30,000. This would be paid direct to the Parish Council to enhance current provision. It is a matter of concern that this reason was suggested by the committee especially when there is no evidence to suggest that the Borough as whole, not just Wrea Green, is not already well served with open space.

Conclusion

It is our contention that the scheme now proposed will enhance the area and have a significant positive impact on Wrea Green. It is considered that all the reasons for refusal have been overcome and that the proposal now complies with both the wishes of the Development Control Committee but most importantly the local community and Parish Council. We would respectfully ask that planning permission is now granted for the development.