

Agenda



DEVELOPMENT MANAGEMENT COMMITTEE

| | |
|--------------------|---|
| Date: | Wednesday, 7 October 2015 at 1:00pm |
| Venue: | Town Hall, St Annes, FY8 1LW |
| Committee members: | <p>Councillor Trevor Fiddler (Chairman)</p> <p>Councillor Richard Redcliffe (Vice-Chairman)</p> <p>Councillors Christine Akeroyd, Peter Collins, Michael Cornah, Tony Ford JP, Neil Harvey, Kiran Mulholland, Barbara Nash, Linda Nulty, Liz Oades, Albert Pounder.</p> |

Public Speaking at the Development Management Committee

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

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| 1 | Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council's Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided. | 1 |
| 2 | Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meetings held on 9 September and 16 September 2015 as correct records. | 1 |
| 3 | Substitute Members: Details of any substitute members notified in accordance with council procedure rule 25. | 1 |
| | DECISION ITEMS: | |
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Contact: Lyndsey Lacey - Telephone: (01253) 658504 – Email: democracy@fylde.gov.uk

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

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Development Management Committee Schedule

07 October 2015

Item Number: 1

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|------------------|
| Application Reference: | 15/0309 | Type of Application: | Reserved Matters |
| Applicant: | Mill Farm Ventures | Agent : | PWA Planning |
| Location: | MILL FARM VENTURES, FLEETWOOD ROAD, MEDLAR WITH WESHAM | | |
| Proposal: | APPLICATION FOR APPROVAL OF ALL RESERVED MATTERS RELATING TO THE SURFACE WATER ATTENUATION POND LOCATED TO THE NORTH OF THE SITE APPROVED UNDER OUTLINE PLANNING PERMISSION 13/0655 | | |
| Parish: | MEDLAR WESHAM | WITH Area Team: | Area Team 1 |
| Weeks on Hand: | 22 | Case Officer: | Kieran Birch |
| Reason for Delay: | Applicant revised proposal and so needed to reconsult and reconsider | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application relates to part of the development approved by the hybrid planning permission at the Mill Farm site where the principle development was the new football stadium for AFC Fylde. Work on the construction of this stadium and elements of the development is advancing and this proposal is for the reserved matters associated with the formation of a balancing pond adjacent to the northern boundary of the site.

The need for such a pond has always formed part of the development proposals, but it has been shown in various locations on the illustrative plans that have been presented as the scheme has developed. This application seeks consent to approve its location and other details which is position centrally on the northern boundary of the site. The application raises issues of layout, drainage capacity and ecological mitigation, but all have been assessed and it is considered that the scheme is acceptable and so reserved matters approval should be granted.

Reason for Reporting to Committee

The application constitutes the Reserved Matters of an application that was granted outline planning permission by Committee and raised significant public interest. The officer recommendation for approval also conflicts with the objection from the Town Council and accordingly the Scheme of Delegation requires that the application be determined by Committee.

Site Description and Location

The application site is the Mill Farm development granted planning permission through reference 13/0655 for a number of different uses including full planning permission for a 6,000 capacity

football stadium, 11,431m² warehouse and distribution centre (class B8), 1,518m² neighbourhood retail store (class A1), internal spine road with access from Aa585 roundabout, associated parking, landscaping, drainage and infrastructure and outline planning permission (access approved with other matters reserved) for 8 x outdoor floodlit all weather pitches, changing room block, petrol filling station, 785m² non-food bulky goods retail unit (class a1), hotel (class c1), pub / restaurant (class a4), drive thru restaurant (class A3/A5), 492 space overflow car park & the formation of a surface water attenuation pond.

The site is a 12.6 hectare site situated due north west of Wesham and west of Fleetwood Road, the A585. To the north of the site is Bradkirk Brook, a dwelling known as Demmingfield and the industrial premises at Lalham Healthcare. To the east is Mill Farm, further agricultural land and some alongside Fleetwood Road. To the south east is the settlement of Wesham and to the west is open countryside. Construction has commenced on the site but prior to development it comprised gently undulating agricultural land and the field boundaries are separated by hedgerows and trees.

The site is allocated as a Countryside Area within the Adopted Fylde Borough Local Plan. Within the Council's Preferred Options for Development, the land is allocated as a mixed employment/leisure use, with 4 hectares specified for employment purposes.

Details of Proposal

The proposal is for the Approval of Reserved Matters of the surface water attenuation pond that formed part of the outline permission. This is located to the north of the site approximately 10m from the northern boundary and roughly central on that boundary. It is designed with a capacity of 1650 cubic metres, and measures 54m x 31m with a depth of 2.5m below ground level with the level of the water within the pond maintained at 21.0m AOD through an outfall to the Brook which is fitted with a hydrobrake to control the rate of discharge.

The planting plan for the attenuation ponds shows the pond, within which submerged plants will be located in the water, on the edge emergent plants will be located. Surrounding the pond will be amenity grass and to the north of the pond will be a 6m wide wildflower meadow adjacent to a hedgerow and the existing trees and shrubs on the northern boundary. It will be enclosed by a timber post and rail fence top limit access.

Relevant Planning History

| Application No. | Development | Decision | Date |
|------------------------|--|-----------------|-------------|
| 15/0545 | APPLICATION FOR NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 13/0655 FOR ALTERATIONS TO ELEVATIONS OF ALDI STORE | Granted | 11/08/2015 |
| 15/0365 | PROPOSED VARIATION OF CONDITION 20 OF PLANNING PERMISSION 13/0655 TO SET NOISE LIMITS WITHOUT ADDITIONAL INFORMATION BEING SUBMITTED. | Granted | 20/08/2015 |
| 15/0556 | PROPOSED NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 13/0655 RELATING TO REVISED LEVEL OF OFFICE PROVISION AND ALTERATION OF DOOR AND WINDOW LOCATIONS | Granted | 14/08/2015 |
| 14/0772 | ADVERTISEMENT CONSENT FOR ERECTION OF | Granted | |

13/0655 NON-ILLUMINATED HOARDING SIGN FOR
TEMPORARY PERIOD
HYBRID PLANNING APPLICATION (PART FULL / Approved with 17/02/2015
PART OUTLINE) 106 Agreement

FULL PLANNING APPLICATION – 6,000 CAPACITY
FOOTBALL STADIUM, 11,431m² WAREHOUSE
AND DISTRIBUTION CENTRE (CLASS B8),
1,518m² NEIGHBOURHOOD RETAIL STORE
(CLASS A1), INTERNAL SPINE ROAD WITH
ACCESS FROM A585 ROUNDABOUT,
ASSOCIATED PARKING, LANDSCAPING,
DRAINAGE AND INFRASTRUCTURE

OUTLINE PLANNING APPLICATION (ACCESS
SOUGHT WITH OTHER MATTERS RESERVED) –
, 8 X OUTDOOR FLOODLIT ALL WEATHER
PITCHES, CHANGING ROOM BLOCK, PETROL
FILLING STATION, 785m² NON-FOOD BULKY
GOODS RETAIL UNIT (CLASS A1), HOTEL (CLASS
C1), PUB / RESTAURANT (CLASS A4), DRIVE
THRU RESTAURANT (CLASS A3/A5), 492 SPACE
OVERFLOW CAR PARK & THE FORMATION OF A
SURFACE WATER ATTENUATION POND.

Relevant Planning Appeals History

None

Parish/Town Council Observations

Medlar with Wesham Town Council notified on 22 May 2015 and then following receipt of revised plans.

They Object to the application on the following grounds;

- 1) *“The application does not indicate that it has taken into consideration the recently approved application from Universal Products Manufacturing Ltd, Bradshaw Lane for the erection of a new warehouse/distribution centre and new warehouse/visitors centre including ancillary offices, laboratories and storage and additional car parking area. This application stated that the run off would be into the same dyke. Therefore the Council seeks confirmation that the dyke can take the run off from both sites.*
- 2) *The Council are concerned that the run off may be polluted as it is mainly from car parks, a distribution centre and other hard surfaces. The application does not address the issue of what action will be taken to stop pollutants entering the pond, the dyke and ultimately the water system.*
- 3) *The application also does not inform us if the water quality in the pond will be monitored by the Company’s own Health and Safety team and/or the Environment Agency.*
- 4) *The Landscaping along the northern perimeter of the pond and adjoining all weather floodlit pitches is insufficient. “*

Further comments are offered following the 15 September 2015 meeting of the Town Council to state:

1. *"Sufficient screening of pond and sympathetic landscaping of area is required*
2. *The pond should have the necessary safety features for an area will be open to the general public including young children e.g. fencing, life belts.*
3. *Suitable preventive measures need to be in place to ensure that polluted water does not enter the local watercourses and streams."*

Statutory Consultees and Observations of Other Interested Parties

Lancashire CC Flood Risk Management Team

Commented on the original plans stating they have no objection subject to compliance with condition 13 of the original planning permission.

With regard to the revised location of the pond they state they have no further comments relating to the amended location of the pond.

Regeneration Team (Landscape and Urban Design)

Planting Plan – SUDS - This landscape plan focuses specifically on the attenuation pond, further details are required with regards to the interface with the adjacent landscape boundary. This should show the existing/proposed hedgerow, tree planting and planting to assist screening the development and integrating into the adjacent countryside.

Environment Agency

Commented on the original plans stating that they have no objections to the proposal. With regard to the amended plans that stated they have no objections providing it can be confirmed that the attenuation pond or any fencing etc. is not located within the 8m easement measured from the top of the bank of Bradkirk Brook; and that the volume of the relocated pond is at least that of the previously approved pond

Greater Manchester Ecology Unit

Their preference would be for the pond to be located in the original location on the western boundary. This is because there is better connectivity with the water course corridor and with the existing pond-scape to the west and because there is greater risk of disturbance and pollution of the pond adjacent to a large car park.

Neighbour Observations

Neighbours notified: 22 May 2015

Amended plans notified: 27 July 2015

No. Of Responses Received: Two letters of objection received.

Nature of comments made:

- The previous location was adjacent to the stream to meet the County Ecologist's insistence that for the benefit of the wildlife that will use the pond, it should be located adjacent to the stream to make a continuous wildlife corridor.
- The latest location takes it away from that link, with the likelihood of a floodlit games pitch between the pond and the stream. If it were positioned just 20m east, the connection would be re-established.
- Should the pond over-top, water could only access the stream via our land. Accordingly we are most unhappy with the present proposal and wish to see the pond directly alongside the

stream.

- The latest revised masterplan is not shown in full in the latest documentation and it is not clear how the pitches and the carpark will be reconfigured under the new arrangement.
- The developer's first ambition was to establish a roadway across to Bradshaw Lane and I suspect that this latest placement of the pond would facilitate such a scheme.
- Insufficient landscaping around this site and on the site as a whole.

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|----------------------------------|
| EP14 | Landscaping of new developments |
| EP18 | Natural features |
| SP02 | Development in countryside areas |
| EP25 | Development and waste water |

Other Relevant Policy:

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

Site Constraints

Within countryside area

Environmental Impact Assessment

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

Comment and Analysis

Planning application 13/0655 was a hybrid application which granted full planning permission for some elements of the site, such as the stadium, and outline approval for others such as the outdoor football pitches and the formation of a surface water attenuation pond. This application is the Reserved Matters application that is required to confirm the details for the attenuation pond and this application therefore needs to consider the pond's appearance, landscaping, scale and layout.

Upon first submission of this application the pond was located in the north west corner of the site which reflected the indicative layout plans approved at outline stage, however this was subsequently revised by the applicants so that the pond is now located centrally adjacent to the northern boundary of the site. This in principle is acceptable as the outline approval was indicative only with the layout and exact location of the pond unknown when that application was approved. The attenuation pond was added to that application during consideration following an objection from the Environment Agency to the original proposal to drain the site to a large cellular storage tank. The original item to committee reported with regard to the pond and drainage;

"The original proposal was to drain to a large cellular storage tank, however, in order to overcome the Environment Agency's concerns, the revised drainage proposal is to create a surface water attenuation pond on site which holds the surface water and discharge at sustainable drainage rates. Amended plans have been received to show this proposal in the north eastern corner of the site and re-consultation has taken place on this basis. The pond would have an increased capacity of 1650

cubic metres which will facilitate a greater level of control over the flows into Bradkirk Brook and improve the ecological value in the area of the proposed pond. The car parking areas will be constructed with a fully porous surface and will have a system of under drains to prevent waterlogging due to heavy rainfall. The run off from the car park will be passed through a Bypass Petrol/Oil Interceptor before discharging to the pond. The sports pitches will also be fully porous in construction allowing rainfall to pass through into the underlying ground as it does currently."

The original report to members discussed the ecological impacts of the application as a whole and possible mitigation. The proposed attenuation pond was not considered as part of that ecological mitigation.

Layout/Siting/Scale

The revision to the position of the pond was undertaken by the applicants and not at officer's requests. However the amendment is acceptable given that the approval was only in outline with the exact siting and layout undetermined at that stage. Having the pond located centrally brings the benefit of ease of access to the pond for future maintenance, such as landscape works and silting. Having the pond in this position does not result in the loss of any parking spaces and allows for the reconfiguration of the adjacent sports pitches, as well as removing a floodlit 5-a-side pitch from being adjacent to the boundary with the neighbouring property. This is a benefit of moving the pond to this location as it lessens potential disturbance to this nearest neighbour.

The scale of the pond is considered acceptable and is the same capacity as was shown on the outline, and is required from a drainage point of view. From an ecological perspective as stated above the pond was not part of the ecological mitigation for the site, with the ecological benefits it brings a welcome side effect, but its primary function is as a surface water drainage solution. Locating the pond adjacent to the site's western boundary would be preferable insomuch as it would provide better connectivity to the water course corridor and pond-scape to the west. However in terms of disturbance both sites are located adjacent to football pitches, and the Brook is still within close proximity and so provides a corridor to allow wildlife to access the wider countryside. Whilst it could be considered that the ecological value of the pond is lessened in the revised position, given that the ponds primary function is a surface water drainage solution it is an acceptable location which will still bring some ecological benefits.

Drainage

The primary function of the pond is to provide storage of surface water. The revised location of pond is that which the applicant' believe to be preferable from a design perspective with regard to the outfall into the existing Brook. The pond will function as an attenuation pond with a capacity of 1650 cubic metres as per the outline approval. The revised location does not impact upon this function and has met with no objection from the Environment Agency or LCC Flood Risk Management Team. The pond is located approximately 23m from Bradkirk Brook so would not be within the 8m EA easement.

The attenuation pond is designed to provide a permanent shallow pond with a permanent water level of 21.00m AOD. During rain storms water from the development will flow into the pond via the 750mm diameter inlet pipe and flow through the pond basin to exit the pond area through the 450mm diameter outlet pipe. The flow will then pass through a manhole (SW10B), which contains a "Hydro-brake" flow control device. This device will control the outflow from the pond basin to a maximum rate of 126 l/s, as required by the Environment Agency and as previously conditioned (condition 49). When the outflow from the pond basin through the Hydro-brake reaches 126.0 l/s

the excess flow will be held back and the rainwater will accumulate in the pond basin. This water will remain in the basin until the storm has abated and the rate of flow through the system falls below a rate of 126 l/s, whereupon the retained water will flow through the outlet and discharge into the stream until all the excess water has discharged and the pond water level has returned to 21.00m AOD. The basin and the surface water drainage have been designed to accommodate storm flows from events of a 1 in 100 Year return period plus an allowance of 30% increase due to predicted climate change. Overall the system will reduce the rate at which water is discharged into the stream in any storm greater than a 1 in 2 Year return event, thus providing significant betterment to the flows in the watercourse and helping reduce the possibility of flooding. All of the works to connect the pond to the Brook will be carried out within the landownership of the applicant hence no works will be carried out on third party land. Condition 13 of the original application requires a surface water drainage scheme to be submitted which would include the attenuation pond and condition 51 requires details of foul drainage and the installation of oil and petrol separators.

Appearance/landscaping

The proposed pond as well as providing a surface water drainage solution will provide an aquatic environment for plants and wildlife. Ponds are a common feature of the Fylde countryside and its appearance would be in keeping with that character. The landscaping proposed for the pond itself is considered acceptable with the wider landscaping of the site as a whole subject to a condition which is currently being considered by officers. The proposed pond is a low level natural development that does not require specific screening.

Conclusions

The proposed attenuation pond is located in an appropriate location to perform its purpose as a surface water drainage solution. Its scale is appropriate and is sized to perform its function, the appearance of the pond and the landscaping within and around it also considered acceptable.

Recommendation

That Approval of Reserved Matters be GRANTED subject to the following conditions:

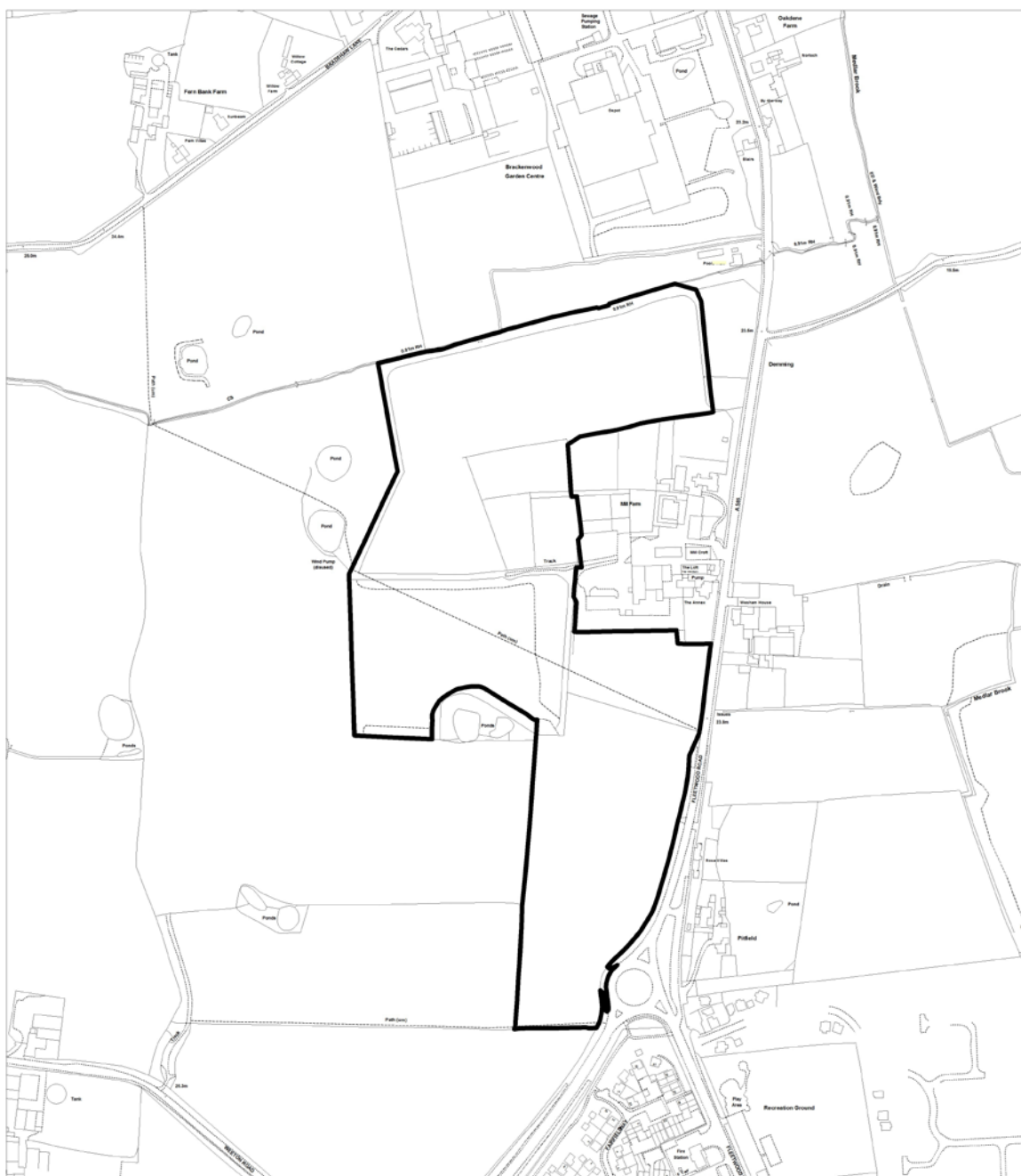
1. This consent relates to the following plans and / or reports:
 - Site Location Plan - fwp drawing 4884/06 Rev C
 - Attenuation Pond Plan - fwp drawing 4884/43 Rev C
 - Attenuation Pond Layout and Sections - Partington and Associates Job 2255-13 Drawing AP01 Rev C2
 - Planting Plan - Urban Green drawing 10401_L20 Rev D

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

2. 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 sylvicultural 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.



| | | | |
|---------------------------------------|--|---|---------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0309 | Address Mill Farm Ventures, Fleetwood Road, Wesham | Grid Ref. E.3413 : N.4339 | Scale 0 25 50 75 100 m |

Item Number: 2

Committee Date: 07 October 2015

| | | | |
|-------------------------------|--|-----------------------------|-----------------------------|
| Application Reference: | 15/0311 | Type of Application: | Full Planning Permission |
| Applicant: | Mr Drake | Agent : | ML Planning Consultancy Ltd |
| Location: | LAND ADJ TO MEADOWCROFT CARAVAN PARK, GARSTANG ROAD, LITTLE ECCLESTON WITH LARBECK, PRESTON, PR3 0ZQ | | |
| Proposal: | PROPOSED ERECTION OF EQUINE/AGRICULTURAL BUILDING | | |
| Parish: | ELSWICK AND LITTLE ECCLESTON | Area Team: | Area Team 1 |
| Weeks on Hand: | 22 | Case Officer: | Rob Clewes |
| Reason for Delay: | Received revised plans to resolve initial issues | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application site relates to an open field that is adjacent to the A586 Garstang Road and has an existing field access to that road which is to be used to serve this development. The application relates to the erection of a single storey agricultural style building to support a horse keeping use of the site.

The proposed building is considered to be an appropriate design in a countryside location and is located in an appropriate location within the field. It will not have a detrimental appearance on the character of the countryside or on the amenity of the holiday caravans to the east. The building is considered necessary, on condition that the existing field shelter is removed. Taking the above into account the proposed is considered to comply with the NPPF and policy SP2 of the Fylde Borough Local Plan and is recommended for approval.

Reason for Reporting to Committee

This application has been brought before the Development Management Committee as the officer recommendation for approval is in conflict with the objection from the Parish Council.

Site Description and Location

The application site is an existing agricultural field to the south of the A586 to the southwest of the rural settlement of Little Eccleston. In the field there is an existing field shelter adjacent the western boundary. Running along the northern boundary, parallel with the A586, there is a high hedge. To the east of the site there is Meadowcroft Caravan Park. To the south and west there are further fields.

Details of Proposal

The proposal is for the erection of a single storey 'American Barn; style building to be used for 3 stables and an associated feed and machinery store which is to support the maintenance of the land

and the stabling of the applicant's own horses.

The building has a foot print of 13.7m by 7.3m and has a dual-pitched roof with an eaves height of 2.2m and a ridge height of 3.5m. The materials are Yorkshire boarding for the elevations and corrugated sheeting for the roof. The scheme has been revised since submission to provide an area of hardstanding to the front to allow for parking and turning of vehicles.

Relevant Planning History

None

Relevant Planning Appeals History

None

Parish/Town Council Observations

Little Eccleston with Larbreck Parish Council notified on 18 May 2015 and comment:

Object to the proposal - The building is too close to the highway and therefore highly visible. It also appears to be very large in comparison to the size and nature of the agricultural holding and there are concerns regarding the future use of the building. The open plan nature of the building to house both machinery and animals seems unconventional.

Statutory Consultees and Observations of Other Interested Parties

Principal Land Agent

They have commented as follows:

"Whilst the size of the application site and scale of operations undertaken are relatively small, it is my opinion that the land will require regular maintenance and therefore some level of equipment would be required to undertake the necessary operation. As such, I feel a secure building to store machinery in addition to any hay taken from the land is reasonably necessary.

In considering the second proposed use of the building as a horse shelter, it is my opinion that this use, in parallel with the storage use proposed, is inappropriate as there could be a conflict between those items stored and the horses sheltering within building. In addition, it is my opinion that the building would not lend itself easily to division or the separation of the two uses proposed.

In my opinion, a separate field shelter for the applicant's horses would therefore be suitable and I note that a field shelter that could meet the need proposed is already present upon the site.

Taking the above into consideration, it is my opinion that a building to serve the storage needs of the unit only is required.

In considering the proposed building as a storage facility solely, I

consider the height of the building and materials proposed to be appropriate. However, in considering the size of the unit, the machinery required and the volume of hay that could be stored within the building, it is my opinion that the building is larger than strictly necessary and a building in the region of 50sqm would be sufficient to meet the storage requirements of the unit.

The siting of the proposed building is, in my opinion, suitable from an operational point of view, being situated adjacent to the field access whilst also benefiting from the shelter/screening offered by the boundary hedge. I consider that the compacted hard core access would provide a suitable access to the unit. "

Comments to revised plans

"Should the field shelter be removed, it is my opinion that some form of shelter/stabling for the applicant's horses should be provided.

In my opinion, I believe that there are limitations to the proposal to accommodate stables within the building. I consider the proposed design impacts upon the internal environment of the horses whilst stabled within the building. For instance, I consider that there is no natural through flow of ventilation and the lack of natural light within the side elevations is not typical of a standard stable as this prevents a lack of interaction with the external environment.

In addition, whilst the stables are of a standard size, it appears that the enclosed area within the building together with the limited segregation between the horses means that there could be management implications".

Lancashire County Council Highway Authority

Comments - No objections to the revised plans

Neighbour Observations

Neighbours notified: 18 May 2015

No. Of Responses Received: 13 letters of objection received

Nature of comments made:

Impact to highway safety

Increase in smells and flies due to horses

Impact on Caravan holiday business adjacent the field in turn affecting other businesses

Impact to the amenity of holiday homes on the Meadowcroft Caravan site

Building should be put at the opposite end of the field.

Relevant Planning Policy

Fylde Borough Local Plan:

SP02

Development in countryside areas

Other Relevant Policy:

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

Site Constraints

Within countryside area

Environmental Impact Assessment

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

Comment and Analysis

The main issues regarding this application are:

The Principle of the development
The impact to the character of the Countryside
Impact to residential amenity
Impact to highway safety

The Principle of the development

Policy SP2 of the Fylde Borough Local Plan seeks to control development within the countryside and resist proposals there are considered inappropriate. The proposed building comprises of two sections, an area for the storage of machinery and equipment in connection with the maintenance of the land (totalling 3.3 acres) and an area for stabling for the applicants horses. In their original consultation response the County Land Agent considered that a building for storage in connection with the maintenance of the land was reasonably necessary. However due to the presence of an existing field shelter located at the western end of the field they considered that the provision of stabling within the building was not necessary. Furthermore the building was not designed in a way which provided satisfactory conditions for horses.

Following negotiations with the applicant a revised plan was submitted which now proposes the same size building but with external and internal alterations to suit the proposed use better. The stables have been segregated from the storage area and ventilation added for the benefit of the horses. The existing field shelter is to be removed, however this will be secured by an appropriately worded condition. It is considered that the revised plan proposed a building that is considered necessary and addresses the initial concerns of the land agent.

The impact to the character of the Countryside

The proposed building is not considered to be overly large and will not form a dominant feature within the site. Its ridge height of 3.5m and eaves height of 2.2m is comparable to that of a typical domestic garage and this height is considered acceptable as it will not result in the building having a dominant appearance in the wider area. This is further helped by the existing boundary hedge which will mask views of the building from the A586. Overall it is considered that the character of the countryside will not be detrimentally affected by the presence of the building.

Impact to amenity

The proposed building is over 75m away from the nearest caravan on the Meadowcroft Caravan

Park. This separation distance is considered more than sufficient to ensure that there will not be any detrimental impact to the amenity of any caravan on the Meadowcroft site. Concerns have been raised with regard to the smells and other impacts as a result of keeping horses on the land. The field as it currently exists could be used for a range of uses including the keeping of livestock. It is considered that the keeping of three horses on the field will not create an impact that would be untypical in a countryside location such as this and are not of a number that would lead to undue harm to the amenity of the caravans.

Impact to highway safety

The highways officer raised no objection to the revised plan confirming that the re-positioned gate, 12m from the highway, was considered sufficient for vehicles to pull clear of The A586 when entering the site. It was also confirmed that the sight lines are adequate. It is therefore considered that there will be no detrimental impact to highway safety.

Conclusions

The proposed building is considered to be an appropriate design in a countryside location and is located in an appropriate location within the field. It will not have a detrimental appearance on the character of the countryside or on the amenity of the holiday caravans to the east. The building is considered necessary, on condition that the existing field shelter is removed. Taking the above into account the proposed is considered to comply with the NPPF and policy SP2 of the Fylde Borough Local Plan and recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 5 May 2015, including the following plans:

ML/DD/5413 received 26 June 2015

For the avoidance of doubt and so that the local planning authority shall be satisfied as to the details.

3. Prior to the first use of the building, hereby approved, the existing field shelter within the application site shall be removed in its entirety.

To ensure an appropriate appearance of the site in the interests of the rural character of the area.

4. The access gates shown on the site plan shall be re-positioned to a point that is 12m behind the

nearside edge of the carriageway.

To permit vehicles to pull clear of the carriageway when entering the site in the interests of highway safety.

5. That part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.

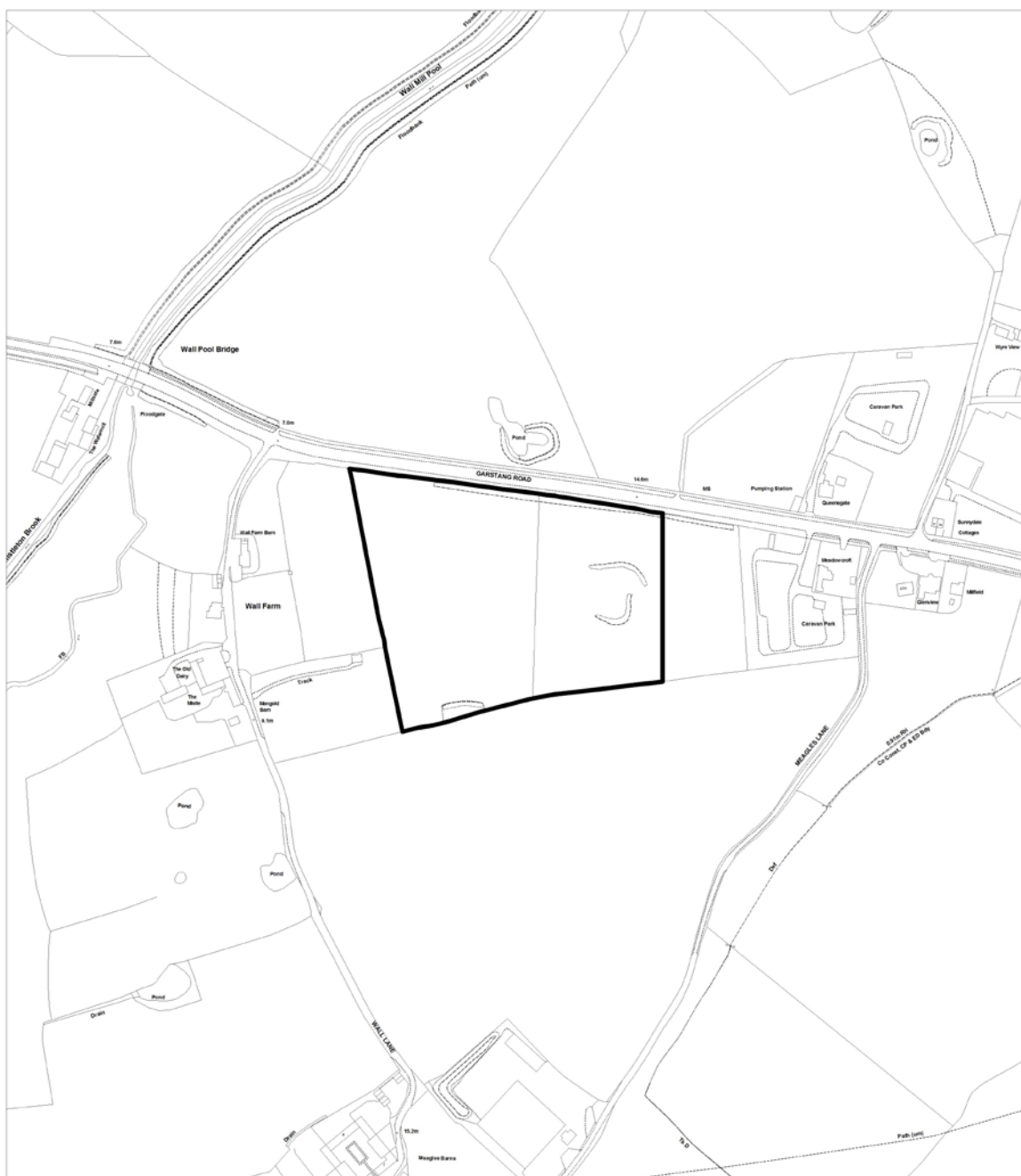
To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

6. The use of the building in accordance with this condition shall be restricted to private stabling and storage only in connection with the main use of the site and shall not be used as a separate unit or business.

To prevent the over-development of the site.

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

In the interests of visual amenity.



| | | | |
|---------------------------------------|--|---|--------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0311 | Address Land adjacent to Meadowcroft Caravan Park, Garstang Road, Little Eccleston | Grid Ref. E.3414 : N.4402 | Scale 0 20 40 60 80 m |

Item Number: 3

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|----------------------------------|
| Application Reference: | 15/0342 | Type of Application: | Householder Planning Application |
| Applicant: | Mr & Mrs Fletcher | Agent : | Keith Gleeson |
| Location: | GLENVIEW, GARSTANG ROAD, LITTLE ECCLESTON WITH LARBECK, PRESTON, PR3 0ZQ | | |
| Proposal: | SINGLE STOREY REAR EXTENSION TO KITCHEN, ENLARGEMENT OF WEST REAR DORMER, EAST SIDE ROOF LIFT TO FORM SECOND STOREY EXTENSION TO ROOF AND ADDITION OF FRONT ENTRANCE AREA ROOF CANOPY AND RECONFIGURATION OF WINDOWS/ENTRANCE DOORWAY | | |
| Parish: | ELSWICK AND LITTLE ECCLESTON | Area Team: | Area Team 2 |
| Weeks on Hand: | 20 | Case Officer: | Rob Clewes |
| Reason for Delay: | Application Deferred by Committee | | |

Summary of Recommended Decision: Grant

Introduction

This application was presented to the 20 August 2015 meeting of Committee and was deferred "*in order to seek alterations to the design of the first floor rear en-suite window in order to avoid potential overlooking of adjacent residential properties.*"

It was then presented to the 9 September 2015 meeting and considered with a revised plan that introduced a Juliet balcony to the rear facing dormer to physically prevent access to the roof area of the single storey rear extension which was a concern expressed with regard to the overlooking potential at the earlier meeting. The application was again deferred at that meeting, this time to allow a site visit to be undertaken.

That site visit is planned to take place on the day of this Committee and so the application is presented again for a decision. The report is unaltered from the original report other than the conditions have been revised to reflect the introduction of the Juliet balcony.

Summary of Officer Recommendation

The application property is a detached house located in the countryside outside of the village of Little Eccleston, with the proposal being to add a series of extensions to it. These proposed extensions and alterations are considered to be in keeping with the existing property and the overall design and appearance is considered acceptable. The amenity of the neighbouring properties either side will not suffer a detrimental impact to their amenity however 3 first floor windows should be obscure glazed to ensure satisfactory privacy. Taking the above into account the proposal is considered to comply with the NPPF and Policies SP2, HL4 and HL5 of the Fylde Borough Local Plan and recommended for approval.

Reason for reporting to Committee

The Parish Council have objected to the application therefore under the procedures set for determining planning applications this application has been brought before Development Management Committee.

Site Description and Location

The application property is a red brick detached house located on the southern side of Garstang Road to the southwest of the rural settlement of Little Eccleston. The property has a hipped roof and front and rear dormers.

To the rear of the property there are agricultural fields. Either side there are neighbouring residential properties of differing styles and designs.

Details of Proposal

The proposal is for a single storey rear extension, enlargement of a rear dormer, a roof lift to the east side of the roof and additions and alterations to the existing entrance.

The rear extension projects 5.8m and is 3.5m wide. It has a flat roof with a lantern and the existing hipped roof over the kitchen will be changed to a flat roof of the same height.

The dormer extension is to the western rear dormer. The extension is 4.2m wide and it projects out the same distance as the existing dormer. The new hipped roof has an eaves height the same as the existing dormer and the ridge height is marginally lower than the ridge of the main roof.

The roof lift to the eastern slope of the main roof increases the height of the roof by 2m and it is 6.3m wide. The new part of the roof is hipped.

The addition and alterations to the existing porch consist of the re-sizing and repositioning of the windows and the addition of a canopy over the front door.

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|---|----------|------------|
| 01/0215 | PROPOSED FRONT WALL WITH TWO GATES TO NEW DWELLING | Granted | 14/05/2001 |
| 00/0605 | NEW DETACHED DWELLING AND GARAGE | Granted | 04/10/2000 |
| 99/0063 | OUTLINE APPLICATION FOR DEMOLITION OF EXISTING SERVICE STATION AND ERECTION OF 1 NO. DWELLING | Refused | 26/03/1999 |

Relevant Planning Appeals History

| Application No. | Development | Decision | Date |
|-----------------|---|----------|------------|
| 99/0063 | OUTLINE APPLICATION FOR DEMOLITION OF EXISTING SERVICE STATION AND ERECTION OF 1 NO. DWELLING | Allowed | 02/09/1999 |

Parish/Town Council Observations

Little Eccleston with Larbreck Parish Council notified on 22 May 2015 and comment:

“The ground floor extension and front entrance alterations were considered to be acceptable by the Parish Council however, the windows in the gable end and the French doors to the first floor (potentially allowing access to the new kitchen extension roof) were felt to be an invasion of privacy for the neighbours.”

Statutory Consultees and Observations of Other Interested Parties

Wyre Borough Council - Planning Dept

Comments - No comments received

Neighbour Observations

| | |
|-----------------------------------|--|
| Neighbours notified: | 22 May 2015 |
| No. Of Responses Received: | 5 letters of objection received |
| Nature of comments made: | Roof terrace will lead to noise pollution Loss of privacy Overbearing Over development of the site Space around the house will not allow for safe construction Inaccuracies on application form regarding height of trees Loss of light Inappropriate materials |

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|--|
| SP02 | Development in countryside areas |
| HL05 | House extensions |
| HL04 | Enlargement and replacement of Rural dwellings |

Other Relevant Policy:

| | |
|-------|-------------------------------------|
| NPPF: | National Planning Policy Framework |
| NPPG: | National Planning Practice Guidance |
| JHE | Joint House Extensions SPD |

Site Constraints

Within countryside area

Environmental Impact Assessment

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

Comment and Analysis

The main issues regarding this proposal are:

- Principle of the development
- Design
- Impact to the street scene
- Impact to residential amenity

Principle of the development

The application property is located within the countryside as defined by the Fylde Borough Local Plan. The site is a residential property with a defined residential curtilage therefore the appropriate Local Plan policies that apply to this application are Policies HL4 relating to the scale of residential extensions and HL5 relating to the general design and amenity requirements of residential extensions. Both these policies allow in principle for the extension of residential properties within the countryside.

Design

The design of the proposed extensions and alterations are considered acceptable as they are in keeping with, and do not dominate, the existing property. Although it is a relatively large dwelling within the site the extensions are not considered to be of a size and nature that they would be considered over-development as the spacing and massing of the property remains similar to that which currently exists. The proposed extensions are therefore considered to comply with both Policy HL4 and HL5 of the Fylde Borough Local Plan.

Impact to the street scene

The proposal will not have a detrimental impact to the character of the street scene. The proposed extensions and alterations do not detrimentally alter the appearance of the property nor the wider area as the majority of the proposed development is to the rear of the property.

Impact to residential amenity

The proposal will not create any detrimental impact to either neighbouring property in terms of overbearing or massing impacts. The single storey rear extension will create no increase in impact as the extension does not project beyond the existing kitchen and due to the distance from the eastern boundary there will be no overbearing to the neighbouring property to the east, Millfield. The first floor rear dormer extension will not create a detrimental to Glen Cottage in terms of overbearing as it projects no further than the existing dormer and the roof, albeit larger, is hipped thereby reducing its mass. Any impact created will be minimal and is considered acceptable. The roof lift to the east side of the main roof will have no impact on the neighbouring properties. Although immediately adjacent the boundary with Millfield the increase in mass and bulk is minimal as it is lower than the ridge line of the main roof and the new part of the roof is hipped away from the boundary. This part of the proposal will have no impact on any other neighbouring property. The alterations to the existing entrance create no additional overbearing due to their small size.

Neither neighbouring property either side will suffer a detrimental increase in loss of light. This is due to the orientation of these properties, including the application property. The rear of the properties face southwards and due to this existing orientation there will be no detrimental loss of light to either neighbouring property by any element of the proposal.

In terms of loss of privacy there will be no detrimental impact from the proposal. The proposed roof lift proposes 3 first floor side elevation windows which face the neighbouring property to the east, Millfield. These windows will look out onto the roof of Millfield, however to ensure that there is no risk of an unacceptable impact these windows should be obscure glazed to limit any potential views. None of the other elements of the proposal will impact on the privacy of Millfield.

There will be no detrimental impact to the neighbouring property to the west, Glen Cottage, as none of the windows in the single storey extension or the dormer extension directly face the property. The proposed first floor rear elevation window in the dormer extension looks primarily into the rear garden of the application property and into the fields further south. For clarity this opening whilst large is a window and not a set of patio doors from which access can be gained to the flat roof. The creation of a balcony is not part of the proposal and any such development would require the consent of the planning authority.

Other matters

Comments received raised concerns over the ability to carry out the construction and inaccuracies on the application form.

The ability to carry out the development in a safe and appropriate method are not material planning considerations. It is the applicant/contractors responsibility that all other relevant legislation is adhered to during construction works.

With regard to inaccuracies on the application form the alleged inaccuracy was noted and assessed during the site visit and has been given due consideration. It is deemed that this matter has not resulted in a material change to the assessment and recommendation.

Conclusions

The proposed extensions and alterations are in keeping with the existing property and the overall design and appearance is considered acceptable. The amenity of the neighbouring properties either side will not suffer a detrimental impact to their amenity however 3 first floor windows should be obscure glazed to ensure satisfactory privacy. Taking the above into account the proposal is considered to comply with the NPPF and Policies SP2, HL4 and HL5 of the Fylde Borough Local Plan.

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 development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 19 May 2015, including the following plans:
 - Proposed Elevations - Keith Gleeson drawing 1504/01/09A
 - Proposed Elevations - Keith Gleeson drawing 1504/01/08
 - Proposed first floor plan - Keith Gleeson drawing 1504/01/07
 - Proposed rear ground floor plan - Keith Gleeson drawing 1504/01/06

For the avoidance of doubt and so that the local planning authority shall be satisfied as to the

details.

3. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building in form, colour, and texture.

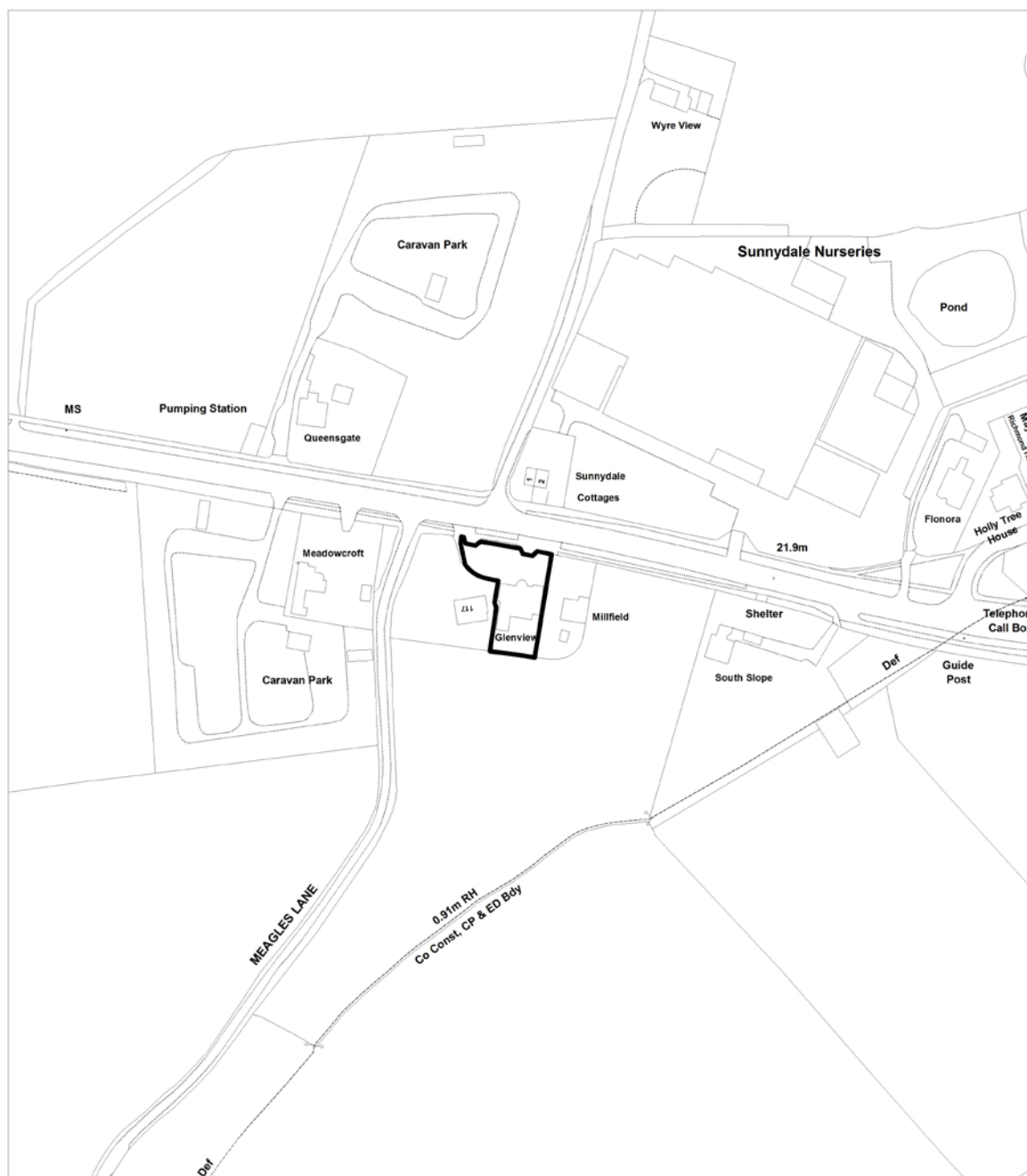
To ensure that the existing materials are used as far as possible, thus protecting the appearance of the building as required by Policy H L5 of the Fylde Borough Local Plan.

4. The proposed first floor East facing side elevation windows indicated on the plans hereby approved to be serving a bathroom and dressing room, and the rear facing windows indicated on the approved plans to serve an ensuite shall all be glazed with obscure glass to a level of Pilkington Grade 4 (or equivalent) and shall thereafter be retained in that form.

To safeguard the amenities of the occupants of adjoining residential premises as required by Policy HL5 of the Fylde Borough Local Plan.

5. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 there shall be no access to the flat roof rear extension hereby approved, with the Juliet balcony indicated on the rear elevation drawing approved under condition 2 of this planning permission implemented during the construction of the extended dormer maintained in accordance with the approved details thereafter to prevent that access. The flat roofed area shall not be accessed (except for the purposes of maintenance of the property) or used as a sitting out area.

Reason: In order to prevent the use of the area as a sitting out area that would result in a loss of privacy to neighbouring occupiers in accordance with Policy HL5 of the Fylde Borough Local Plan.



| | | | |
|---------------------------------------|--|---|--------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0342 | Address Glenview, Garstang Road, Little Eccleston | Grid Ref. E.3417 : N.4403 | Scale 0 10 20 30 40 m |

Item Number: 4

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|--------------------------|
| Application Reference: | 15/0380 | Type of Application: | Full Planning Permission |
| Applicant: | Solar Power Inc Services Ltd/ SPI China (HK) Ltd | Agent : | ADAS UK Ltd |
| Location: | LAND TO THE SOUTH OF TODDERSTAFFE HALL FARM, WEETON WITH PREESE, POULTON-LE-FYLDE, FY6 8LF | | |
| Proposal: | INSTALLATION OF A 4.5 MW SOLAR FARM AND ASSOCIATED INFRASTRUTURE INCLUDING PV PANELS, MOUNTING FRAMES, SUBSTATION, CABIN, CCTV CAMERAS, FENCING, INTERAL ACCESS ROADS AND LANDSCAPING | | |
| Parish: | STAINING AND WEETON | Area Team: | Area Team 2 |
| Weeks on Hand: | 16 | Case Officer: | Matthew Taylor |
| Reason for Delay: | Need to determine at Committee | | |

Summary of Recommended Decision: Delegate to Approve

Summary of Officer Recommendation

The application seeks full planning permission for the installation of a 4.5MW solar farm on an 11.2 hectare site spanning two land parcels which are presently used for agriculture. The site falls within the Countryside Area as defined on the FBLP Proposals Map. The energy generated by the proposed solar farm would be sufficient to generate electricity for approximately 1,200 households and, in accordance with the NPPF, the development's contribution towards renewable energy generation weighs heavily in favour of the scheme.

The solar farm would comprise a series of ground-mounted arrays with a maximum height of 2.3m laid in horizontal rows across two land parcels, with clusters of ancillary buildings in three locations. The proposed development, by virtue of its size, scale and the materials used in its construction, would have an inherently industrial appearance which would encroach into the countryside. Nevertheless, as the development would sit on flat, low-lying land within a 'bowl', it is substantially enclosed to three sides (north, east and west) by the existing landform and additional screening would be introduced to the southern boundary in order that it would not have a harmful visual impact on landscape character and the amenity of surrounding uses. The development's visual impact would also be minimised by virtue of its separation with public vantage points on nearby roads/footpaths, the limited height of the arrays and the fact that any such impacts are reversible following decommissioning (after *circa* 35 years).

Whilst the development would result in the loss of a significant area of agricultural land, it has been demonstrated through site-specific survey that this does not constitute the best and most versatile agricultural land in the Borough. There are no sequentially preferable sites which are not in agricultural use (including brownfield land) available and/or capable of accommodating the development and an agricultural use of reduced productivity (e.g. grazing of animals) could continue during the operational period of the solar farm prior to the land being restored to its previous use following decommissioning.

Satisfactory arrangements would be made for vehicle access as part of the scheme and the level of traffic generated by the development would be sufficiently limited (both in terms of the number and frequency of visits) to ensure no adverse impact on highway safety. Owing to its present agricultural use, habitats on the site are generally of low value and in abundance elsewhere in the locality. The submitted ecology surveys (and mitigation measures proposed therein) have demonstrated that the development would not have any adverse impacts on the favourable conservation status of protected species and appropriate biodiversity enhancements would be delivered as part of the scheme. Satisfactory measures can be put in place to ensure that the development has no adverse impacts in terms of flooding and no harmful effects would arise with respect to noise or glint and glare (including to aviation). The site's relationship and separation with surrounding heritage assets also ensures that this does not represent a constraint to development.

In conclusion, it is considered that the enhancement and mitigation measures proposed, in combination with the substantial benefits which the development would bring with respect to renewable energy generation, are sufficient to outweigh any negative impacts that would arise as a result of the scheme. The proposal is therefore considered to represent sustainable development in accordance with the requirements of the relevant policies of the National Planning Policy Framework and the Fylde Borough Local Plan.

Reason for Reporting to Committee

The proposal involves major development and the officer recommendation is for approval and so the Scheme of Delegation requires that the application be determined by Committee.

Site Description and Location

The application relates to a broadly L-shaped area of land extending across two field parcels over a total area of approximately 11.2 hectares. The two field parcels are separated by a watercourse (Main Dyke) which divides the site into two slender 'fingers' running in north-south (Parcel 'A') and east-west (Parcel 'B') directions. Both parcels are irregular in shape and comprise:

- Parcel A – a *circa* 6.7 hectare parcel to the south side of the watercourse which flanks a steep embankment to a railway line along its eastern boundary. Its western and southern perimeters are marked by a drainage ditch, with the southwestern boundary supplemented by scattered vegetation which separates the site from three artificial waterbodies on adjacent land to the west.
- Parcel B – a *circa* 4.5 hectare parcel to the west side of the watercourse which is generally flat and sits within a 'bowl' flanked by rising land along its northern and western boundaries.

The site lies some 580m to the south of Todderstaffe Hall Farm, with the closest dwelling located on higher ground at Hawes House Farm a minimum of approximately 270m to the northwest of Parcel B. The site sits at a low point in the land with ground level rising in a northerly direction towards Todderstaffe Hall Farm; in a westerly direction towards Hawes House and Hall's House Farms; in a southerly direction towards Mythop Road and in an easterly direction towards Preese Hall Farm and Singleton Road beyond on the opposite side of the railway line.

The site falls within the Countryside Area as defined on the Fylde Borough Local Plan (FBLP) Proposals Map. The land is also classified as grade 2 (very good quality) agricultural land on the

Agricultural Land Classification Map, is presently in agricultural use and, with the exception of the dividing railway line to the east, is bounded by open farmland to all sides. A golf course (Staining Lodge) lies on elevated land further to the west. The majority of Parcel B falls within flood zones 2 and 3 as identified on the Environment Agency's Flood Map, as is the northern and western periphery of Parcel A. The closest listed building (Cruck Barn) is located in Weeton approximately 1km to the southeast on the opposite side of the railway line.

Whilst the site can be accessed via a track (Todderstaff Road) which runs in a south-easterly direction past Todderstaffe Hall Farm from Fairfield Road, it occupies a central position in the surrounding landscape away from nearby public roads. The site achieves the following minimum separation distances with the closest highways:

- Mythop Road (south) – 530m.
- Station Road/Fairfield Road (north) – 1.2km.
- Chain Lane (west) – 1.2km.
- Singleton Road (east) – 1.4km.

A Public Right of Way (PROW) runs in a south-easterly direction along Todderstaff Road before crossing over the railway on higher ground approximately 185m to the north of the site. The PROW then runs in a southerly direction through a field to the east of the site on the opposite side of the railway line.

Details of Proposal

The application seeks full planning permission for the installation of a 4.5MW solar farm across the two land parcels. The development would comprise:

- Two collections of solar arrays running north to south at varying lengths across parcel A and east to west in more consistent, rectangular strips over parcel B. The arrays would comprise 3.8m wide panels mounted on frames with a 0.9m ground clearance tilted at an angle of 20 degrees to reach a maximum height above ground of 2.3m. The arrays would be arranged in strips spaced 2m apart with a fixed, south-facing aspect.
- A total of 6 substation, transformer, communication, inverter and storage buildings located in a cluster to the northeast corner of parcel B (4 buildings) and single buildings to the northern and eastern edges of parcels B and A respectively. Each building would be mounted on a concrete base, with the largest measuring 8m x 2.5m and the tallest 2.9m in height. Buildings would be finished in dark green (RAL 6009) colour treated metal/GRP cladding.
- A total of 27 CCTV cameras positioned in strategic locations to the perimeter of the site. The cameras would be located to the edges of both land parcels in order to afford the widest possible coverage. Each camera would be mounted atop a 2.5m high pole.
- A 2m high deer fence around the perimeter of each land parcel. The fencing would comprise a timber post and wire enclosure with gating of the same design to the northeast and northwest corners of parcels B and A respectively.
- The formation of a temporary site compound to the immediate northeast of parcel B. The compound would be located adjacent to the existing farm track which is to form the access into the site and would be used as a single drop off point for deliveries and vehicle movements.
- The formation of three internal access roads branching off the existing farm track to serve ancillary buildings as follows:
 - A 351m stretch to the northeast corner of parcel A running in a southerly direction alongside the northern and eastern perimeters.

- A 243m stretch running in a westerly direction alongside the northern edge of parcel B.
- A 57m stretch running in a southerly direction along the eastern perimeter of parcel B.
- The retention and introduction of additional tree/hedgerow planting. Full details are described later in the report.

The solar farm has an anticipated life expectancy of 35 years, after which time it would be decommissioned. At this point, all the arrays and associated appurtenances would be removed from the site and the land restored to its original condition/use.

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|--|----------|------------|
| 14/0238 | PROPOSED NEW AGRICULTURAL BUILDING | Granted | 20/05/2014 |
| 11/0723 | PROPOSED RESUBMISSION OF APPLICATION | Granted | 19/12/2011 |
| | 11/0308 - ERECTION OF WIND TURBINE WITH AN OVERALL HEIGHT OF 24 METRES | | |
| 11/0308 | PROPOSED ERECTION OF VERTICAL AXIS WIND TURBINE WITH OVERALL HEIGHT OF 22M | Granted | 14/07/2011 |
| 08/1058 | ERECTION OF WIND TURBINE | Granted | 12/02/2009 |
| 05/0425 | PROPOSED ERECTION OF STABLE BLOCK | Granted | 23/06/2005 |

Relevant Planning Appeals History

None

Parish/Town Council Observations

The site falls within the boundaries of two Parish Councils – Staining and Weeton-with-Preese. Both Parish Councils were notified of the application and have commented as follows:

- **Staining Parish Council** have indicated that they have no specific observations to make upon the proposal.
- **Weeton-with-Preese Parish Council** – *“Although the application is not wholly in the Parish of Weeton, the Parish Council had a split decision and has no specific observations to make on the application”.*

Statutory Consultees and Observations of Other Interested Parties

LCC Highways:

- Aside from the construction period there will be very few vehicle movements associated with the development. Whilst there will be a number of HGV movements during the construction period given the nature of the works and the level of traffic this would not have an unacceptable impact on highway safety.
- The Traffic Management Plan submitted with the application contains details with respect to the routing of vehicles, wheel washing and temporary signage.
- There are no highway objections to the application subject to the imposition of the following conditions:
 - Development shall be carried out in accordance with the details in the submitted Traffic Management Plan.

- No development shall take place until the temporary signage on the highway has been erected in accordance with a scheme which has first been approved by the LPA.

Environment Agency:

- The watercourse adjoining the site is a designated 'main river' – Main Dyke (Skipool Creek). An 8 metre easement measured from the bank top of the watercourse must be maintained along the full length of the site. This 8 metre easement is shown on the submitted layout plan and mentioned in the submitted Flood Risk Assessment. There must be no fence supports, tree planting or any other obstruction positioned within this 8 metre easement.

Lead Local Flood Authority (LLFA):

- There is some potential for intensification of surface water channelling to occur where panels do not follow the natural contours of the land. Enhanced erosion and incision of the land through the placement of the solar panels may encourage excess sediment discharge to the Main River (Main Dyke) and ordinary watercourse. The maintenance of vegetation at the site will provide soil stability and reduce the effect of erosion and sediment discharge.
- The submitted Flood Risk Assessment does not specify what percentage allowance is being made for climate change with respect to surface water management. The applicant will need to demonstrate that appropriate allowance is being made for climate change and that this can be accounted for in the capacity of the current land drainage system. An appropriate condition can be imposed in this regard.
- The LLFA has no objection to the application subject to the imposition of the following conditions:
 - No development shall take place until a surface water drainage strategy has been approved. The strategy should ensure that surface water run-off from the 1 in 100 year (plus an appropriate allowance for climate change) critical storm will not exceed the run-off from the undeveloped (greenfield) site and will not increase the risk of flooding off site.

Environmental Health Officer (EHO):

- No objections subject to a condition restricting hours of construction to between 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.
- The noise assessment submitted in support of the application demonstrates that the development would not have an adverse impact on the amenity of surrounding residents, subject to the implementation of the recommended mitigation measures.

Network Rail:

- There should be no access and egress from the site via the level crossing at Preese Hall.
- The glint and glare assessment indicates that the level crossing and passing rail traffic will not be affected by sun glare. However, should there be instances where the solar panels do impact upon the ability of train drivers to perceive signals or should there be issues with glare then Network Rail would seek mitigation from the development in order to remove any negative impacts.
- Any fencing works along the site boundary with the railway embankment should be undertaken in liaison with Network Rail's Asset Protection Team.

Natural England:

- The application site is in close proximity to a European designated site and, therefore, has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats

Regulations'). The application site is in close proximity to the Morecambe Bay Special Protection Area (SPA) and Special Area of Conservation (SAC) and Ramsar site, all of which are European sites. The site is also notified at a national level as Wyre Estuary Site of Special Scientific Interest (SSSI).

- The desktop data from Fylde shows that the area has been well surveyed for wintering birds over several years and in the most important months. Natural England accept that undertaking surveys may well provide the same results and, therefore, further surveys are not considered to be needed. The apparent gap in survey data is more likely to be due to the absence of birds rather than lack of surveys in this instance.
- Based on the additional information provided, Natural England considers that this development project alone is unlikely to have a significant effect on any European site.
- As a competent authority, the LPA is advised that it is required to undertake a Habitat Regulations Assessment (HRA) to determine what, if any, impacts the development is likely to have on any designated European site. The HRA could either be prepared by any internal/retained ecological support, or by the applicant's ecological consultants (i.e. a shadow HRA), whereby your authority could adopt this as your own should you consider it to be sufficiently robust. Whilst Natural England consider that the proposal would not result in Likely Significant Effects alone, the HRA will need to be assessed for Likely Significant Effects in combination with other plans and projects. Following assessment in combination, it could be realised that there is no the Likely Significant Effects either alone or in combination, in which case there would be no need to go into the next steps (i.e. Appropriate Assessment) and hence no mitigation would be required. This exercise will need to be undertaken before any planning permission is granted.
- The application is in close proximity to Wyre Estuary Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development, being carried out in strict accordance with the details of the application as submitted, will not damage or destroy the interest features for which the site has been notified. Natural England therefore advise your authority that this SSSI does not represent a constraint in determining this application.

LCC (Archaeology):

- The submitted heritage assessment acknowledges the potential for the presence of early archaeological remains in this area. However, due to the results of the trenching on the adjacent fishing pond site, the site's archaeological potential must be considered to be low. Given this and the relatively low impact of solar farms on buried archaeology, it is not considered that any further formal archaeological work is justified as part of this development.

National Air Traffic Services (NATS):

- The proposed development has been examined from a technical safeguarding aspect and does not conflict with NATS' safeguarding criteria. Accordingly, NATS has no safeguarding objection to the proposal.

Fylde Ramblers:

- The proposed solar farm will have very little effect on nearby footpaths and, accordingly, the impact on the enjoyment of those walking these paths will be minimal. Therefore, there are no objections to the proposal.

Electricity North West:

- The application would have no impact on Electricity North West's electricity distribution system infrastructure or assets.

Neighbour Observations

Neighbours notified: 19 June 2015
Site notice posted: 19 June 2015
Press notice: 25 June 2015

No. Of Responses Received: 2
Nature of comments made: 2 in support

The points raised in the letters of support are summarised as follows:

- The solar farm will make a valuable contribution to national renewable energy resources while having a minimal effect on the landscape. Energy creation without the use of climate changing fossil fuel burning should be a top priority.

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|--|
| SP02 | Development in countryside areas |
| SP09 | Diversification of rural economy |
| CF09 | Wind turbines |
| EP04 | Alteration and adaptation of listed buildings |
| EP10 | Protection of important landscape and habitat features |
| EP11 | Building design & landscape character |
| EP12 | Conservation trees & woodland |
| EP14 | Landscaping of new developments |
| EP18 | Natural features |
| EP19 | Protected species |
| EP21 | Archaeology |
| EP22 | Protection of agricultural land |
| EP25 | Development and waste water |
| EP27 | Noise pollution |
| EP30 | Development within floodplains |

Draft Fylde Local Plan to 2032 – Revised Preferred Option

CL3 Renewable and Low Carbon Energy Generation

Other Relevant Policy:

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

Site Constraints

Within countryside area

Environmental Impact Assessment

The development is of a type – category 3(a) – listed within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (as amended) and exceeds the threshold in Column 2 of the table. Therefore, it is schedule 2 development. The Local Planning Authority has, however, issued a screening opinion (reference ENQ/15/0112) stating

that it does not consider the proposal to be EIA development.

Comment and Analysis

Principle of development:

Policy context:

Paragraph 38 (6) of the Planning and Compulsory Purchase Act 2004 indicates that development proposals should be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for Fylde comprises the saved policies of the Fylde Borough Local Plan (2005). However, paragraph 215 of the NPPF makes clear that, where there is conflict with between the policies in the Local Plan and the Framework, the NPPF should prevail.

As outlined at paragraph 14, the underpinning principle embedded within the NPPF is a presumption in favour of sustainable development. In terms of decision taking, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in [the] Framework taken as a whole; or
 - specific policies in [the] Framework indicate development should be restricted.

The sixth bullet point to the core planning principles at paragraph 17 of the NPPF states that planning should:

- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the use of renewable resources (for example, by the development of renewable energy).

In addition, paragraph 13 of the 'Renewable and Low Carbon Energy' chapter to the NPPG sets out "the particular planning considerations that relate to large scale ground-mounted solar photovoltaic farms". This identifies nine specific factors relating to site selection/allocation, landscape/visual impact (including mitigation measures), ancillary structures, impacts on heritage assets and energy generating potential. The relevant parts of the NPPG are referred to below where appropriate.

The site is located within the Countryside Area as defined on the FBLP Proposals Map. FBLP policy SP2 identifies the categories of development which will be permitted in the Countryside Area. The first category to the policy includes:

- "[developments] essentially required for the purposes of agriculture, horticulture or forestry; or other uses appropriate to a rural area, including those provided for in other policies of the plan which would help to diversify the rural economy and accord with policy SP9".

Policy SP9 allows "small-scale industrial and commercial enterprises involving the construction of new buildings" within the Countryside Area subject to 5 criteria.

The proposed solar farm would function independently of, rather than in conjunction with, the

existing agricultural use of the land or any current enterprise relating to farming. In addition, as policy SP9 relates only to “the construction of new buildings”, the proposed solar arrays do not fall comfortably within this category. Therefore, the proposed solar farm does not represent a rural diversification project for the purposes of FBLP policies SP2 and SP9. Accordingly, the proposal represents inappropriate development in the Countryside Area and there is conflict with the FBLP in this regard. This conflict must, however, be balanced against the benefits that would arise from the scheme with respect to renewable energy generation.

Paragraph 91 of the NPPF states that:

- When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

Whilst relating specifically to sites in the Green Belt (rather than the Countryside Area), paragraph 91 of the NPPF establishes the principle that the wider environmental benefits arising from the production of energy from renewable sources are capable of representing a material consideration in favour of development which would otherwise be in conflict with a land-use designation intended to preserve openness. It follows that the same principle is applicable to sites in the Countryside Area in this respect and, accordingly, substantial weight should be attached to the benefits which the scheme would deliver with respect to energy generation when considering the overall planning balance.

Whilst identifying the need to encourage renewable energy projects, FBLP policy CF9 relates only to “proposals for the development of wind turbines”. The FBLP does not include a specific policy relating to solar farms, nor does it have a general policy for renewable energy development. However, policy CL3 of the emerging Local Plan identifies the significant potential for renewable energy development in Fylde, including solar microgeneration, subject to 9 criteria. In the absence of any policy within the FBLP which relates specifically to solar farms it is considered that, alongside the policies of the FBLP which relate more generally to the impacts of all developments, policy CL3 of the emerging Local Plan is an important material consideration in the determination of applications for solar farms.

Renewable energy generation:

Paragraph 93 of the NPPF states that:

- Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

Paragraph 98 of the NPPF indicates that, when determining planning applications for renewable energy developments, local planning authorities should:

- not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and
- approve the application if its impacts are (or can be made) acceptable.

In addition, policy CL3 of the emerging Local Plan states that “applicants will not be required to

justify the overall need for renewable and low carbon energy development, either in a national, regional or local context”.

The ninth bullet point to paragraph 13 of the NPPG also advises LPAs to consider:

- the energy generating potential [of solar farms], which can vary for a number of reasons including, latitude and aspect.

The proposed solar farm would have a carrying capacity of 4.5MW. The applicant’s supporting statement indicates that this level of energy generation is capable of providing electricity for approximately 1,200 households and would avoid some 2,250 tonnes of carbon dioxide emissions each year. The layout shows the solar arrays to be arranged with a south facing aspect and a tilt which ensure optimum absorption. The arrays would be fixed in position and would not move to track the sun’s path.

Local and national planning policy does not require applicants to demonstrate the need for renewable energy development. It is, however, made clear in both that the environmental benefits arising from the development of renewable energy projects weighs heavily in favour of them and, having particular regard to paragraph 98 of the NPPF, that such developments should only be refused where other material considerations outweigh these benefits.

Site selection and loss of agricultural land

The site is designated as grade 2 (very good quality) agricultural land on the Agricultural Land Classification Map. However, Natural England’s online database (‘Magic Map’) identifies parcel B as being Grade 3b (moderate quality) agricultural land following site-specific analysis. However, no equivalent analysis has been undertaken with respect to parcel A.

Paragraph 112 of the NPPF stipulates that:

- “Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality”.

FBLP policy EP22 states that development will not be permitted which would involve the permanent loss of the best and most versatile agricultural land (grades 1, 2 and 3a) where it could reasonably take place on previously developed sites, on land within the boundaries of existing developed areas or on poorer quality agricultural land. Policy EP22 identifies that there is no Grade 1 agricultural land within the borough and, resultantly, Grades 2 and 3a will be considered the best and most versatile (BMV). This is reinforced by criterion (d) of emerging Local Plan policy CL3.

In addition, the first, second and third bullet points to paragraph 13 of the NPPG state that, where a proposal involves greenfield land, the LPA should consider:

- encouraging the effective use of land by focussing large scale solar farms on previously developed and non agricultural land, provided that it is not of high environmental value;
- whether (i) the proposed use of any agricultural land has been shown to be necessary and poorer quality land has been used in preference to higher quality land; and (ii) the proposal allows for continued agricultural use where applicable and/or encourages biodiversity improvements around arrays;
- that solar farms are normally temporary structures and planning conditions can be used to ensure that the installations are removed when no longer in use and the land is restored to its previous use.

The Agricultural Land Classification Map is based on the Ministry of Agriculture, Fisheries and Food Soil Survey of England and Wales 1969 which is intended for strategic purposes. This map is not sufficiently accurate for use in the assessment of individual sites. The applicant has submitted an Agricultural Land Classification (ALC) report which includes a site specific analysis of climate data and soil resources taken from a total of 9 auger borings and a soil pit in different locations across the site. Laboratory testing of soil samples was also undertaken in order to determine the ALC grade for different parts of the site. The report concludes as follows:

- Soils across the site are peaty with an organic mineral topsoil and vary from being poorly to moderately well drained.
- The results of the fieldwork and soil analysis indicate that the land is of moderate quality for agricultural purposes and, according, falls within Agricultural Land Classification subgrade 3b.

The site is, at present, used for arable purposes associated with the production of barley. However given the findings in the ALC report, as the whole of the site is classified only as “moderate” quality under subgrade 3b, it would not result in the loss of the Borough’s BMV land for the purposes of FBLP policy EP22 and paragraph 112 of the NPPF. Therefore, there is no policy conflict in this regard.

Whilst the development would not result in the loss of the Borough’s BMV agricultural land and, accordingly, has prioritised the use of poorer quality land over that which is BMV, criterion (i) of the NPPG also requires applicants to demonstrate why the use of “any agricultural land” is necessary. In order to demonstrate compliance with criterion (i) of the NPPG as outlined above, the application is accompanied by a report which details a sequential site selection process and the reasons why the development needs to be located on agricultural land. This report considers the following factors:

- *Availability* – A willing landowner with clean title and rights of access is required in order to bring forward a site. Brownfield sites are rarely of a sufficient size to accommodate solar farm developments and those which are would typically be unviable due to higher sale/lease values. In addition, previously developed sites are often allocated for other purposes in Local Plans and, accordingly, are prioritised for other uses during the 35 operational lifetime of the solar farm. Fylde has a scarcity of previously developed sites and lacks any of a sufficient size which are available for solar farm development.
- *Grid capacity/connectivity* – Sites must have a grid connection point with sufficient capacity available in order to support a solar farm. Therefore, the availability of connection points within the site and the capacity of the grid to accept increased electricity flow limits the potential for solar farms on many sites.
- *Environmental designations* – Sites which are subject to sensitive designations for their ecology, landscape or heritage value are avoided due to their greater potential for significant effects.
- *Agricultural Land Classification* - Sites of lower grade agricultural land are also prioritised.
- *Topography* – Sites which are flat are preferable in order to maximise the potential for absorption of sunlight. A maximum gradient of 5 degrees is a typical restriction.
- *Shading* – Open sites free from buildings and trees are preferable in order to minimise the potential for shading of the panels.
- *Access* – A suitable access route is required to enable ease of access for construction, maintenance and decommissioning.
- *Location of other utilities* – Sites which accommodate utility infrastructure are avoided due to easements which typically exist around this infrastructure and restrictions on developable area within these easements.

The sequential approach to site selection covers a study area across the whole of Fylde. The site at Todderstaffe Hall Farm has been identified as the most preferable in accordance with the selection criteria above and, following this, a site specific analysis of all available land within the ownership of Todderstaffe Hall Farm has been undertaken which demonstrates that the two land parcels subject to this application are the most preferable in this location. With reference to the factors outlined above, the report concludes that there are no sequentially preferable sites available within the study area which would allow the solar farm to be located on non agricultural land.

It has been demonstrated that the application land is not BMV agricultural land and, in addition, that there are no alternative (and more favourable) sites available within the study area which are capable of accommodating the proposed development on non agricultural land. Therefore, the use of agricultural land has been shown to be necessary and the use of poorer quality land has been prioritised in accordance with criterion (i) of the relevant paragraph to the NPPG.

With respect to criterion (ii), the applicant suggests that the use of the land underneath the solar panels could be used for “low intensity grazing of agricultural livestock” in order to maintain an element of agricultural use on the site. The site is currently used as arable land. The applicant’s supporting statement identifies the low-impact nature of the solar farm, with the arrays requiring minimal ground works and intrusion to allow their installation. Reference is also made to the intention to return the land to agricultural use following its decommissioning and that the gap to be left between each row of arrays would allow room for grazing between the arrays.

The existing use of the land for arable purposes is indicative of its higher quality and this use (rather than grazing land) represents its most productive agricultural use. The use of the land for grazing is typically associated with land of a lower grade/quality, or in fallow seasons. Therefore, whilst there is potential for grazing between the arrays, it is clear that the obstruction created by the solar farm would prevent its use for arable practices and, accordingly, would result in a diminution of the land’s existing productivity for agricultural purposes which would not be offset through grazing. Nevertheless, it is recognised that, by virtue of the unintrusive nature of the installation works and the reversibility of the impact following decommissioning (though this would not occur for some 35 years), there would not be a permanent loss of this function in the longer term and that some (albeit lower productivity) use could continue in the interim. Moreover, any loss of productivity would not affect the BMV agricultural land.

In conclusion, it is considered that there is sufficient justification in this case to allow the temporary loss of and/or diminution in the productivity of agricultural land, having particular regard to guidance in the NPPG.

Visual/landscape impact:

Paragraph 17 of the NPPF set out core land-use planning principles which should underpin decision-taking. The fifth bullet point states that planning decisions should:

- “take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it”.

The second bullet point to paragraph 97 of the NPPF indicates that LPAs should:

- design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape

and visual impacts.

Criterion (a) of policy CL3 to the emerging Local Plan states that renewable energy developments will be permitted subject to consideration of:

- Singular or cumulative impacts on landscape and townscape character and value.

FBLP Policy EP10 indicates that the distinct character and important habitats of Fylde will be protected. The policy identifies that particular priority will be given to the protection of important landscape and habitat features, including sand dunes, mud flats, marine marshes, beaches, broadleaved woodland, scrub meadows, hedgerows, wetlands, ponds and watercourses.

Policy EP11 states that new development in rural areas should be sited in order that it is in keeping with the distinct landscape character types and features defined in policy EP10. Development should be of a high standard of design and matters of scale, features and building materials should reflect the local vernacular style.

Policy EP12 states that trees and hedgerows which make a significant contribution to townscape or landscape character, quality and visual amenity will be protected and EP18 encourages, where possible, the retention/replacement of existing natural features and, where appropriate, the introduction of additional features as part of the development.

Policy EP14 requires new developments to make suitable provision for landscape planting.

In addition, the third, fourth and fifth bullet points to paragraph 13 of the NPPG indicate that LPAs should take into account:

- that solar farms are normally temporary structures and planning conditions can be used to ensure that the installations are removed when no longer in use and the land is restored to its previous use;
- the proposal's visual impact [and] the effect on landscape of glint and glare;
- the extent to which there may be additional impacts if solar arrays follow the daily movement of the sun;
- the need for, and impact of, security measures such as lights and fencing;
- the potential to mitigate landscape and visual impacts through, for example, screening with native hedges.

Whilst the site is not subject to any specific landscape designations, it contains features listed in FBLP policy EP10 – specifically riparian habitats – which are to be incorporated into the development layout. A number of ponds of varying sizes are also located outside the site boundaries to the west.

The steep railway embankment to the east comprises low-level scrubland and forms a prominent visual barrier along the eastern perimeter of parcel A. Adjoining land to the south of parcel A running up to Mythop Road is generally flat, as is that to the west. Land to the north and west of parcel B rises away from the edges of the site resulting in this parcel falling within a 'bowl'. Adjoining land to the south of parcel B is flat, though this rises further away from the site. Aside from a strip of low-level planting alongside the watercourse to the southwest of parcel A, the remaining site boundaries are open to adjoining land. There are, at present, no hedgerows to the site boundaries, with the only means of enclosure being low post-and-rail fencing.

The proposed layout includes the provision of an 8m buffer alongside the bank top of the Main Dyke (a designated main river) which divides the two land parcels. This buffer has been introduced at the request of the Environment Agency in order to allow future maintenance of the river corridor. A

bridge exists over the Main Dyke to the northwest corner of parcel A and provides vehicle access between the two land parcels. A similar, *circa* 5m buffer is also to be provided alongside the ordinary watercourse which flanks the western boundary of parcel A. This would allow the retention of the existing strip of low-level vegetation along the southwestern boundary of parcel A. The application includes the introduction of the following planting in order to provide screening for the solar farm:

- A *circa* 95m long stretch of hedgerow spanning the full length of the southern boundary to parcel A. The hedgerow would be located within the site, behind the perimeter fence.

The application is accompanied by a Landscape and Visual Impact Assessment (LVIA) which assesses the development's effects on landscape character and visual amenity, including its cumulative impact in combination with other development and the need for any mitigation to minimise these effects. The LVIA includes photomontages which show images of the solar farm superimposed on existing views from surrounding vantage points. These photomontages show visualisations at 1 and 5 year timeframes in order to demonstrate the impact of screening to be introduced as part of the scheme. The LVIA makes the following conclusions:

- The site sits at the base of a valley or 'bowl', with the land rising up from it in all directions which restricts views of the site from most locations. The local undulating landform along with the railway embankment to the east of the site curtails views to the site, even at very close range.
- Due the limited visibility of the site, the proposed development would not cause significant harm to landscape character and visual amenity.
- The layout of the proposed solar PV array ensures the retention of the existing vegetation bordering the site and enhancement through the planting of a new hedgerow (a 95m stretch along the southern boundary of parcel A).
- The change in character to the site itself and its immediate context will inevitably be high for the duration of the solar farm's lifetime. However, the impact on the wider landscape character would be low due to the limited visibility of the site as it is well screened by hedgerows and undulating landform.
- The clearest views of the proposed development would be from the south, from the Mythop Road (also Lancashire Cycleway Regional Route 90) and PROW 5-14-FP7. The proposed hedge planting along the southern field as it grows would curtail views from this direction. After 5 years growth, the proposed hedgerow along the southern boundary would have grown to a height of approximately 2m, which would block many of the solar panels from view. As the hedgerow grows to 3m in later years, all views of the site would be blocked.

Paragraph 13 of the NPPG identifies that large-scale solar farms can have a particularly harmful visual impact in undulating landscapes. Whilst the surrounding landscape is characterised by an undulating profile, the site is uniquely placed on an area of flat land which sits within a 'bowl' flanked by rising land to three sides. The effect of this topography is that the majority of the site is barely visible in more distant views to the north, west and east of the site. In particular, the railway embankment to the east of parcel A restricts any views of this land parcel from vantage points beyond and the site would achieve minimum separation distances of approximately 530m, 1.2km, 1.2km and 1.4km with Mythop Road (south); Station Road/Fairfield Road (north); Chain Lane (west); and Singleton Road (east) respectively. Indeed, the only public vantage points from which the site would be visible are:

- Those from Mythop Road and a more distant PROW (5-14-FP7) to the south;
- Those from the PROW (5-12-FP6) to the north where it crosses the level crossing over the railway line.

In respect of (i), views from Mythop Road across land which is generally flat would be largely screened by the introduction of the new hedgerow along the southern boundary of parcel A. Whilst the effectiveness of this screening would be reduced in more distant views on the higher ground crossed by PROW 5-14-FP7, the distance between the site and this footpath (approximately 880m) means that the solar farm would not appear unduly intrusive or imposing for footpath users and, accordingly, would not unacceptably harm the openness or intrinsic beauty of the countryside.

In respect of (ii), the PROW places the site in closer views from vantage points on elevated land to the north where it crosses the railway approximately 185m away. Whilst the solar arrays and ancillary structures would be prominently in view on lower lying land from this part of the PROW, this represents a very short stretch (some 26m) where the footpath turns at a sharp angle away from the site to cross the railway, after which the site is shielded behind the embankment. Therefore, the solar farm would be visible only in glimpsed views from the PROW for a very short duration and, accordingly, its effects are not considered to be unduly harmful when considering the duration and frequency of the impact.

Whilst the solar farm would be visible in closer views immediately adjacent to the site, there are a lack of sensitive public vantage points (e.g. footpaths or roads) or visual receptors (e.g. dwellinghouses) in close proximity which would be adversely affected with respect to visual intrusion. There are no proposals to alter ground levels as part of the scheme and, accordingly, the solar arrays would follow the natural ground level. Therefore, topography should not be seen as a constraining factor for the purposes of the NPPG.

The proposed solar farm, with respect to its scale and the materials used in its construction (including both the arrays and ancillary outbuildings), would have an industrial appearance which would be in stark contrast to its rural setting and backdrop against open countryside. This impact would be further increased through the introduction of CCTV columns and 2m high fencing to the site perimeter. These are, however, impacts which are synonymous with all solar farm developments of this scale and, accordingly, any negative visual effects arising as a result of the development's encroachment into the countryside need to be considered in a site-specific context. In this case, the extent of the development's visual impact is limited by the following factors:

- The modest height of the solar panels above ground level and their siting on flat land within a 'bowl' bordered by rising land.
- The design (a timber post and wire fence of rural character) and visual permeability of the fencing.
- The number, spacing/distribution, modest height and slender profile of the columns used in the mounting of CCTV cameras.
- The additional screening to be introduced along the southern boundary of parcel A.
- The artificial barrier/backdrop of the steep railway embankment to the east of parcel A when the site is viewed from both near and distant vantage points.
- The site's substantial separation from surrounding public vantage points on nearby highways and PROW.
- The reversibility of the development following its decommissioning after a period of 35 years.

When the above factors are considered in combination, the conclusions in the LVIA are not disputed. The majority of the solar farm would be enclosed by the surrounding landform and the screening introduced by the hedgerow along the southern boundary is considered to provide adequate mitigation in respect of vantage points from Mythop Road and PROW beyond.

Whilst the development would result in encroachment into the countryside, sufficient mitigation

would be provided in order to ensure that the solar farm, by virtue of its size, scale, massing, layout, materials and design, would not have an unacceptably harmful impact on visual amenity or landscape character, either individually or in combination with other development. Appropriate conditions have been recommended in order to control the use of materials (including those of the access road) and requiring precise details of the landscaping scheme to be introduced along the southern boundary of parcel A during the first available planting season after the solar farm is installed. Therefore, satisfactory measures can be put in place in order to mitigate the development's impact in accordance with the objectives of FBLP policies EP10, EP11, EP12, EP14 and EP18, policy CL3 of the emerging Local Plan, the NPPF and guidance contained within the NPPG.

Highways:

The second and third bullet points to paragraph 32 of the NPPF state that plans and decisions should take account of whether:

- safe and suitable access to the site can be achieved for all people;
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The site would be accessed, during the construction, operational and decommissioning phases, solely via the existing farm track (Todderstaff Road) which runs in a south-easterly direction past Todderstaffe Hall Farm from Fairfield Road. The application is accompanied by a Traffic Management Plan (TMP) which assesses the impact of activities involved in the construction and decommissioning of the development. The TMP indicates as follows with respect to traffic movements associated with the solar farm:

- The construction period is scheduled to run for a period of approximately 10 weeks. During this period access will be required for HGVs in order to deliver materials to the site. It is anticipated that a total of 152 HGV visits will be required over this period, averaging at around 15 per week or 3 per day.
- Visits for vehicles associated with deliveries, construction and installation would be staggered over the 10 week programme as construction progresses in order to spread the number of vehicle movements over the construction period. A peak of 25 visits are expected in week 6, with this equating to a maximum of 5 deliveries per day.
- In addition to delivery vehicles, it is estimated that the development would generate between 15 and 25 visits per day to the site in connection with construction staff. These visits would be concentrated at the start (8am) and end (6pm) of each day to avoid peak rush hours.
- All vehicle parking, manoeuvring and deliveries are to take place within the on-site compound. There is to be no vehicle parking or waiting on the public highway.
- Post-construction vehicle movements would be limited to a minimal number of annual maintenance visits.
- Swept path analysis indicates that no improvement works will be required at the access onto the B5266 (Fairfield Road) in order for construction/delivery vehicles to access the site.
- HGVs are to be routed to the site by travelling in an eastbound direction in order to avoid a low railway bridge located some 300m east of the site access from Fairfield Road.
- The decommissioning timetable is expected to run for a similar period as the construction phase and to generate comparable levels of vehicle traffic.

The TMP also includes the following measures to mitigate any transport impacts arising as a result of the development:

- Temporary signage is to be erected to ensure that the access route to the site is clearly

defined for all drivers and that large delivery vehicles only use designated routes. Warning signs for other road users at the site access with Fairfield Road will also be erected. This signage is to be installed prior to commencement and maintained throughout the construction period.

- All deliveries to the site will be undertaken in accordance with a pre-arranged schedule in order to manage the number and timing of visits by HGVs.
- All deliveries of materials to the site will take place between 08:00 and 18:00 (Monday to Friday) and between 08:00 and 13:00 on Saturdays and will be scheduled to avoid peak traffic hours.
- Provision of wheel washing facilities and the operation of a road sweeper to limit the potential for material to be trailed onto the public highway.
- Car sharing and use of minibuses for contractors (especially where there are multiple employees from the same contractor).

Given the limited number of vehicle movements associated with the development, including the fact that these would be limited to and spread across the construction and decommissioning phases, and the presence of an existing access track to the site from Fairfield Road which is currently used by farm vehicles, it is considered that the development is capable of being carried out without having any prejudicial impact on the safe and efficient operation of the surrounding highway network, either adjacent to or further away from the site. The existing access is of an adequate size and design to accommodate the volume and characteristics of traffic likely to be associated with the development and sufficient parking/manoeuvring space can be provided within the site in order to prevent any obstruction on the public highway. LCC highways have not raised any objections to the application on the grounds of road safety and appropriate conditions have been recommended to ensure the implementation of the mitigation measures outlined in the TMP.

Ecology:

The third bullet point to paragraph 109 of the NPPF indicates that the planning system should contribute to and enhance the natural and local environment by:

- Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 118 of the NPPF states that, when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following (relevant) principles:

- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- Opportunities to incorporate biodiversity in and around developments should be encouraged.

FBLP policy EP19 identifies that development which would have an adverse impact upon species specifically protected under schedules 1, 5 or 8 of the wildlife and countryside act 1981, (as amended) or their habitats will not be permitted.

In addition, criterion (c) of policy CL3 to the emerging Local Plan requires that schemes for renewable energy development should consider their ecological impact on bats and on the migration routes of protected bird species.

The application is accompanied by an ecology survey which assesses the value of existing habitats and ecological features both within and surrounding the site. The survey also considers the potential for the presence of protected species (including separate surveys for Great Crested Newts and wintering birds) and the development's effects on any designated nature conservation sites. The report makes the following conclusions:

- The site does not form part of, nor is it located immediately adjacent to, any designated nature conservation sites (either statutory or non-statutory). It is, however, located approximately 3.7km south of the Wyre Estuary SSSI and Morecambe Bay Ramsar sites, both of which are designated for populations of overwintering waders and wildfowl. The Marton Mere SSSI is also located some 2km to the west of the site.
- Habitats within the site include arable fields with narrow margins of semi-improved grassland. There is also a field ditch and a dyke, both of which have flowing water. The arable land which would be affected by the scheme is regularly worked, sprayed with pesticides and harvested. Therefore, it is considered to be of limited biodiversity value other than to ground nesting birds. Any impact on ground nesting birds could be minimised by avoiding construction works during the bird breeding season (March to August inclusive) unless a survey has been undertaken to establish the absence of nesting sites.
- There are no records or field signs of badgers, otters, reptiles and water vole within or in close proximity to the site.
- There are no habitats within or in close proximity to the site which are capable of supporting roosting bats.
- There is potential for Brown Hare and their young to utilise the open fields during the summer months. Any impacts to this species could be minimised by avoiding construction works between March and August unless a walkover survey has confirmed the absence of Brown Hare.
- Low numbers (a peak count of 2 in each pond) of Great Crested Newt (GCN) were recorded in two ponds located 230m and 270m to the northwest of the site. The terrestrial habitat around these ponds is separated from the site by an expanse of farmed arable land which is regularly sprayed, dry and parched. This creates an effective barrier to migration for GCN. This is further supported by the absence of GCN in another pond closer to the site which intervenes between the two waterbodies where GCN were present. The site does not provide a suitable terrestrial habitat for GCN and, accordingly, GCN are highly unlikely to be present on the site. Therefore, a European Protected Species Licence for GCN will not be required as the development would not have any adverse impact on the favourable conservation status of GCN. The existing field margins will be retained and will remain undisturbed by the development, thereby minimising any residual risks to GCN in the areas around the site.
- Records from Fylde Bird Club and the Lancashire Environment Record Network (between 2005 and 2015) indicate that there are no recorded incidences of overwintering birds using the application site in the past decade. Instead, these species have been found to favour drier arable fields to the north and southwest of the site.
- Whilst there are numerous incidences of overwintering birds utilising nearby agricultural land in the wider locality, the absence of any such records on the application site makes it highly unlikely that the installation of the solar farm would, in isolation, have any significant effect upon bird species associated with the Morecambe Bay SPA. The likelihood of displacement is also negligible as current records for the site and its surroundings indicate that overwintering species favour alternative habitats outside the site which are to be maintained.
- Biodiversity enhancements are to be delivered through the introduction of additional landscaping and the sowing of wildflower areas beneath the solar arrays in order to provide

enhanced food sources for birds, invertebrates and amphibians.

Natural England have commented on the ecology appraisal and, following the provision of additional information regarding the development's impact on overwintering birds, have indicated that "the desktop data from Fylde shows that the area has been well surveyed for wintering birds over several years and in the most important months. Natural England accept that undertaking surveys may well provide the same results and, therefore, further surveys are not considered to be needed. [Therefore] the proposal [alone] is unlikely to have a significant effect on any European site".

The ecology appraisal undertaken by the applicant demonstrates that habitats provided by the existing arable fields are of low value for local wildlife and European Protected Species, including GCN and overwintering birds. Whilst there are no recorded incidences of protected species occurring on the site, the ecology survey recommends a precautionary approach with respect to avoiding construction works during the bird breeding season and biodiversity enhancements through the sowing of wildflowers beneath the solar panels and the introduction of a hedgerow along the southern boundary of parcel A. Therefore, it is considered that appropriate mitigation measures are capable of being put in place to ensure that the development can take place without harming valuable habitats or adversely affecting the favourable conservation status of protected species. The proposal is therefore in accordance with the objectives of FBLP policy EP19 and the NPPF, and appropriate conditions have been recommended to secure the proposed mitigation and enhancement measures.

Whilst Natural England consider that the development's site-specific impacts are unlikely to have any significant effects on SPA bird species, they have advised that the LPA is required to undertake a Habitat Regulations Assessment (HRA) in accordance with Regulations 61 and 62 of the Conservation of Habitats and Species Regulations 2010. As the proposal is not necessary for the management of a European Site, the purpose of the HRA is to determine whether the proposal is likely to have a significant effect on any European site alone or in combination with other plans and projects, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out.

As the HRA is to be based on information provided by the applicant, ADAS (the agent) have indicated their intention to submit a shadow HRA which, once agreed with Natural England, could then be adopted by the LPA. The HRA will need to be undertaken before any planning permission is granted. However, as the site-specific impacts of the development are deemed to be acceptable, it is recommended that members of the committee resolve to grant planning permission subject to the subsequent completion of a HRA to the satisfaction of Natural England. The preparation of the HRA is to be delegated to the Head of Planning and Regeneration and its conclusions agreed with Natural England before any decision can be issued.

Flooding:

The site's proximity to the main river means that the majority of Parcel B falls within flood zones 2 (land with between a 1 in 100 year and 1 in 1000 year annual probability of river flooding) and 3 (land with a 1 in 100 year or greater annual probability of river flooding) as identified on the Environment Agency's Flood Map. This is also the case to the northern section of parcel A and a strip of land alongside the ordinary watercourse to the western edge of this parcel. The remainder of the site is in flood zone 1.

Paragraph 100 of the NPPF states that "inappropriate development in areas at risk of flooding [land within Flood Zones 2 and 3; or land within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency] should be

avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere”.

FBLP policy EP 30 indicates that development will not be permitted which would:

- Itself be subject to an unacceptable risk of flooding;
- Create an unacceptable increase in the risk of flooding within the development site, or elsewhere;
- Adversely affect the water environment as a result of an increase in surface water run-off;
- Prejudice the capability of the coast to form a natural sea defence;
- Result in excessive culverting;
- Prejudice essential access requirements to watercourses or flood defence.

FBLP policy EP25 stipulates that development will only be permitted where foul sewers and sewerage treatment facilities of adequate design and capacity are available to meet additional demand or their provision can be secured as part of the development.

The solar farm is classified as “Essential Infrastructure” in the flood risk vulnerability classifications defined in the NPPG and, accordingly, is appropriate in flood zones 2 and 3 subject to satisfying the exception test. Paragraph 102 of the NPPF indicates that the following criteria must be met in order for the exception test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

The application is accompanied by a site-specific Flood Risk Assessment (FRA) which considers the site’s risk of flooding from sources including rivers, tidal, surface water, sewers, groundwater and artificial sources. As part of the site lies within flood zones 2 and 3, the main risk of flooding is from the nearby watercourse and surface water runoff. The FRA also indicates how the requirements of the exception test have been met and includes measures to ensure that the development would be safe over its lifetime and would not increase the risk of flooding elsewhere.

With respect to the two criteria in the exception test, the nature of the development as a renewable energy project means that it would deliver wider sustainability benefits to the community that are capable of outweighing flood risk for the purposes of the first criterion. The site specific FRA which relates to the second issue includes the following measures to mitigate any risk of flooding to the development and to ensure that it would not increase flood risk elsewhere:

- As the solar panels are to be elevated above ground level the area beneath the panels will remain available for the infiltration of surface water and, accordingly, will not reduce flood storage capacity.
- The internal access tracks will comprise permeable materials and are not to be laid on steep slopes. Therefore, these features will not significantly affect existing runoff rates.
- Finished floor levels of the ancillary buildings should be raised above the likely levels of residual flood inundation in order that they are at a minimum height of 3.7m AOD.
- Existing land drains direct surface water to the watercourse of Main Dyke. The retention of existing grassland beneath the solar panels and the use of permeable surfacing for the access road will ensure that the post-development rate of surface water runoff from the site does not exceed the pre-development rate.

The Environment Agency and LLFA have been consulted on the application. Neither consultee has objected to the application on the grounds of flood risk and, instead, consider that the imposition of conditions requiring: (i) the maintenance of an 8m buffer with the bank top of the main river; and (ii) to secure the implementation of the mitigation measures outlined in the FRA, would be sufficient to ensure that the development would not itself be at an unacceptable risk of flooding or increase flood risk elsewhere. Appropriate conditions are recommended in this regard to ensure that the development poses no unacceptable risk in terms of flooding in accordance with the requirements of FBLP policies EP25 and EP30, and the NPPF.

Impact on surrounding occupiers:

FBLP policy EP27 states that development which would unnecessarily and unacceptably result in harm by way of noise pollution will not be permitted.

In addition, criteria (b) and (g) of policy CL3 to the emerging Local Plan require that schemes for renewable energy development should consider their impact on:

- local residents (including noise, odour and visual amenity, such as flicker noise and shadow flicker).
- aviation and defence navigation systems and communications, particularly Blackpool Airport, Warton Aerodrome and Ministry of Defence Radio Inskip.

The closest neighbouring dwelling is located on higher ground at Hawes House Farm a minimum of approximately 270m to the northwest of parcel B. A second dwelling, Halls House Farm, is located approximately 330m to the west of parcel B. Mythop Hall falls some 435m to the west of parcel A. Surrounding properties to the west of the site are extensively screened by the topography of surrounding land, with undulating hill crests shielding views of the site from these dwellings.

Preese Hall Farm is located on elevated land approximately 520m to the east. The railway banking alongside parcel A forms an effective screen between this part of the site and Preese Hall and rising land beyond the railway line means that the site is not visible from ground floor windows in these dwellings. The western end of parcel B would, however, be visible from upper floor windows at Preese Hall further away from the embankment. However, given the level of separation between this part of the site and Preese Hall (a minimum of approximately 600m with the edge of parcel B), it is not considered that the development would have any harmful visual impact on dwellings at Preese Hall.

The nature of surrounding topography, combined with the development's substantial separation with nearby dwellings, would ensure that the solar farm does not appear unduly oppressive or imposing in the outlook of surrounding occupiers. Whilst of a substantial scale by virtue of its area, the apparatus and ancillary buildings associated with the development are of a modest size and height and located in a 'bowl' on lower lying ground in order that their visual impact is minimised.

In addition to visual impacts, the application is accompanied by noise and glint & glare assessments. These conclude as follows:

Glint and Glare:

- Solar panels are composed of specialist anti-reflective coated glass which has a much lower reflectivity than conventional glass. The strength of reflection from modern, coated glass solar panels can be as little as 2% of the incoming sunlight. The strength of reflection is much lower than from other features such as snow, vegetation, glass fronted buildings, bare soil and calm water bodies.

- Blackpool Airport is located some 6km to the southwest of the site and Warton Aerodrome approximately 8.4km to the southeast. The level of reflection arising from the solar panels is less than that of surrounding land uses in the area (including agricultural land, water bodies and vegetation) and, accordingly, the solar farm should have no greater impact on aviation receptors than the site's existing use and that of surrounding land uses.
- Users of the Blackpool branch railway line would have a clear view of the site for a short section where trains run adjacent to the site. As train speeds are high, any impact would be limited to a very short duration.
- The greatest potential for reflections are from vantage points to the south where views of the site would be towards the front of the solar panels. This impact will, however, be minimised through the introduction of screening along the southern boundary of parcel A. Panels would be in fixed positions and, accordingly, any impacts on a particular receptor would be for a limited period depending on the sun's position in the sky.

Noise:

- The proposed solar farm includes industrial equipment (transformers, inverter fans and extract fans) with noise emissions which may be audible at the nearest existing sensitive receptors. Therefore, an industrial noise assessment has been carried out in accordance with BS4142 to assess the impact of noise from the proposed solar farm on existing sensitive receptors.
- The equipment associated with the solar farm will operate only during the hours of daylight. However, during the summer months, sunrise is around 0430 hours. Therefore noise will be emitted during the latter part of the night-time. For this reason daytime and night time assessments have been carried out.
- Baseline noise monitoring indicates that background sound levels vary between 34dB and 35dB LA90 during the daytime and 24dB during the night time period. Predicted noise levels from the site range between 25dB and 34dB LAeq 15 minutes during maximum site operations without any mitigation in place.
- The noise contribution from maximum site operations would be below the background sound level during the daytime period and, accordingly, noise from the site would result in a low impact on surrounding receptors.
- During the night time period noise from the proposed site operations would exceed the background level by a maximum of 10 dB. However, levels would still be well below the recommended night time limit of 40dB LAeq 8 hours to ensure no sleep disturbance. In order to reduce the absolute noise level produced by the inverter it is recommended that this should be designed in order that levels do not exceed 60dB(A) at a distance of 3m from the source. This mitigation would ensure that noise levels will not rise above the night time background level and, accordingly, the impact on all receptors would be low.

It is considered that these assessments, including a condition for noise attenuation during the night time period as recommended by the EHO (the details of which are set out in paragraph 6.3.10 of the noise assessment) adequately demonstrate the development would have no adverse impact on the amenity of neighbouring occupiers or other sensitive receptors (including aviation) with respect to noise generation or glint and glare. Therefore, there would be no conflict with the requirements of FBLP policy EP29 or CL3 of the emerging Local Plan.

Heritage:

Paragraphs 132 and 133 of the NPPF make clear that any development causing substantial harm or total loss to the significance of a designated heritage asset (including its setting) should be refused, other than in exceptional circumstances. This approach is supported by FBLP policies EP4 and EP21

which state that development which would prejudice the setting of a listed building or sites of archaeological significance will not be permitted.

In addition, Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that:

- In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The application is accompanied by a Heritage Statement which assesses the development's potential impact on designated and non-designated heritage assets (including archaeology). The report makes the following conclusions:

- The location of the site within a wetland landscape suggests that it has potential for prehistoric remains, and there are findspots from the Neolithic period onwards in the environs of the study area. Trial trenching was undertaken on an adjacent area of land to the southwest of the site during the formation of three angling lakes in 2005. This trenching exercise revealed negative results for archaeology on the adjacent site and, accordingly, the application site is considered to have similarly low potential.
- The closest listed building (Cruck Barn) is located in Weeton approximately 1km to the southeast on the opposite side of the railway line.
- A search of the Historic Environment Record revealed no known undesignated heritage assets within the site area.

The County Archaeologist agrees with the conclusions in the report and does not consider that heritage issues present a constraint to development in this location. It is considered that the modest height of the structures associated with the development, combined with its separation from any designated heritage assets and the screening provided by the surrounding landform, would ensure that the proposal does not affect the significance of any heritage assets, both above and below ground.

Conclusions

The application seeks full planning permission for the installation of a 4.5MW solar farm on an 11.2 hectare site spanning two land parcels which are presently used for agriculture. The site falls within the Countryside Area as defined on the FBLP Proposals Map. The energy generated by the proposed solar farm would be sufficient to generate electricity for approximately 1,200 households and, in accordance with the NPPF, the development's contribution towards renewable energy generation weighs heavily in favour of the scheme.

The solar farm would comprise a series of ground-mounted arrays with a maximum height of 2.3m laid in horizontal rows across two land parcels, with clusters of ancillary buildings in three locations. The proposed development, by virtue of its size, scale and the materials used in its construction, would have an inherently industrial appearance which would encroach into the countryside. Nevertheless, as the development would sit on flat, low-lying land within a 'bowl', it is substantially enclosed to three sides (north, east and west) by the existing landform and additional screening would be introduced to the southern boundary in order that it would not have a harmful visual impact on landscape character and the amenity of surrounding uses. The development's visual impact would also be minimised by virtue of its separation with public vantage points on nearby roads/footpaths, the limited height of the arrays and the fact that any such impacts are reversible following decommissioning (after *circa* 35 years).

Whilst the development would result in the loss of a significant area of agricultural land, it has been demonstrated through site-specific survey that this does not constitute the best and most versatile agricultural land in the Borough. There are no sequentially preferable sites which are not in agricultural use (including brownfield land) available and/or capable of accommodating the development and an agricultural use of reduced productivity (e.g. grazing of animals) could continue during the operational period of the solar farm prior to the land being restored to its previous use following decommissioning.

Satisfactory arrangements would be made for vehicle access as part of the scheme and the level of traffic generated by the development would be sufficiently limited (both in terms of the number and frequency of visits) to ensure no adverse impact on highway safety. Owing to its present agricultural use, habitats on the site are generally of low value and in abundance elsewhere in the locality. The submitted ecology surveys (and mitigation measures proposed therein) have demonstrated that the development would not have any adverse impacts on the favourable conservation status of protected species and appropriate biodiversity enhancements would be delivered as part of the scheme. Satisfactory measures can be put in place to ensure that the development has no adverse impacts in terms of flooding and no harmful effects would arise with respect to noise or glint and glare (including to aviation). The site's relationship and separation with surrounding heritage assets also ensures that this does not represent a constraint to development.

In conclusion, it is considered that the enhancement and mitigation measures proposed, in combination with the substantial benefits which the development would bring with respect to renewable energy generation, are sufficient to outweigh any negative impacts that would arise as a result of the scheme. The proposal is therefore considered to represent sustainable development in accordance with the requirements of the relevant policies of the National Planning Policy Framework and the Fylde Borough Local Plan.

Recommendation

That authority be delegated to the Head of Planning and Regeneration to GRANT planning permission subject to the completion of a Habitat Regulations Assessment in accordance with Regulations 61 and 62 of the Conservation of Habitats and Species Regulations 2010 and the following conditions (or any amendment to the wording of these conditions or additional conditions that the Head of Planning & Regeneration believes is necessary to make otherwise unacceptable development acceptable):

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

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

2. This permission relates to the following plans:

- Scale 1:7500 Location Plan received 18th June 2015.
- Drawing no. IEM4062-001 – Layout plan.
- Drawing no. IEN4062-002 – Inverter plan.
- Drawing no. IEN4062-003 – DNO substation elevation.
- Drawing no. IEN4062-004 – Substation layout.
- Drawing no. IEN4062-005 – Client substation elevation.

- Drawing no. IEN4062-006 – Client substation layout.
- Drawing no. PV 1.0 – Panel plans and elevations.
- Drawing no. Q858D430 – Transformer plans and elevations.
- Drawing no. IEN4062-AP-001 – Storage room.
- Drawing no. IEN4062-AP-001 – Fence detail.

The development shall be carried out in complete accordance with the approved drawings.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the Fylde Borough Local Plan and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application and the requirements of condition 2 of this permission, none of the ancillary buildings shown on drawing no. IEM4062-001 shall be erected until details of the materials to be used on their external surfaces have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, texture, colour and finish of the materials. The ancillary buildings shall be constructed in accordance with the duly approved materials, and retained as such for the lifetime of the development.

Reason: In order to ensure use of appropriate materials which are sympathetic to the character of the site and its surroundings in accordance with the requirements of Fylde Borough Local Plan policy EP11 and the National Planning Policy Framework.

4. Within five days of the solar farm first becoming operational, the site operator shall issue written confirmation notifying the Local Planning Authority of the date upon which that use commenced. The solar arrays and all associated appurtenances hereby approved shall be removed from the site on or before the expiration of 35 years from the date that the solar farm first became operational and the land restored to its former appearance in accordance with a restoration scheme which has first been submitted to and approved in writing by the Local Planning Authority. The restoration scheme shall be submitted not later than 12 months prior to the expiration of the 35 year period and shall include:

- (i) Details and a schedule for the dismantling of all apparatus (including hardstandings) associated with the solar farm.
- (ii) Details and a schedule of all surface treatment and landscaping works required to return the site to its former agricultural use.
- (iii) A timetable for implementation.

The restoration scheme shall thereafter be implemented in accordance with the duly approved details and timetable contained therein.

Reason: The solar farm has a limited life expectancy and will need to be decommissioned at the end of its period of this period of use. The site falls within the Countryside Area and is currently in agricultural use. Therefore, the land should be restored to its former use/appearance in the interests of visual amenity, landscape character and to ensure its future productivity for agricultural purposes in accordance with the requirements of Fylde Borough Local Plan policies EP11 and EP22, and the National Planning Policy Framework.

5. Notwithstanding the requirements of condition 4 of this permission, if the solar farm hereby approved fails to produce electricity to the grid for a continuous period of 12 months the solar arrays and all associated appurtenances hereby approved shall be removed from the site within a period of 6 months from the end of that 12 month period and the land restored to its former appearance in accordance with a restoration scheme which has first been submitted to and

approved in writing by the Local Planning Authority. The restoration scheme shall include:

- (i) Details and a schedule for the dismantling of all apparatus (including hardstandings) associated with the solar farm.
- (ii) Details and a schedule of all surface treatment and landscaping works required to return the site to its former agricultural use.
- (iii) A timetable for implementation.

The restoration scheme shall thereafter be implemented in accordance with the duly approved details and timetable contained therein.

Reason: The solar farm's function is to generate renewable energy which would contribute to government targets by transferring a proportion of this energy to the National Grid. The benefits arising from this function provide the principal justification for the development's siting within the Countryside Area. If the solar farm ceases to fulfil this function it will no longer be fit for purpose and this justification will not exist. In such an instance, the land should be restored to its former appearance/use in the interests of preserving visual amenity, landscape character and a productive agricultural use in accordance with the requirements of Fylde Borough Local Plan policies EP11 and EP22, and the National Planning Policy Framework.

6. Notwithstanding any details shown on the approved plans and the requirements of condition 2 of this permission, within three months of development first taking place a landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- the provision of a landscaped buffer along the southern boundary of 'field B' as shown by a solid green line on drawing no.IEN4062-L-407 appended as Figure 7 to the Landscape and Visual Impact Assessment by ADAS UK Ltd dated May 2015.
- the provision of wildflower planting within the site.

The scheme shall include details of the type, species, siting, planting distances and the programme of planting of trees, hedges, shrubs and an appropriate wildflower mix. The duly approved landscaping scheme shall be carried out during the first planting season after the solar farm first becomes operational and the areas which are landscaped shall be maintained as landscaped areas throughout the lifetime of the development. Any trees, hedges, shrubs or wildflowers removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges, shrubs or wildflowers of similar size and species to those originally required to be planted.

Reason: To ensure that a suitable landscaped buffer is introduced to the perimeter of the site in order to soften the development's visual impact on the open countryside and surrounding occupiers, and to deliver appropriate biodiversity enhancements as part of the development in accordance with the requirements of Fylde Borough Local Plan policies EP10, EP12, EP14, EP18, EP19 and the National Planning Policy Framework.

7. Unless alternative details have first been submitted to and approved in writing by the Local Planning Authority, the following measures outlined the Flood Risk Assessment by ADAS UK Ltd (report reference IEN4046 Todderstaffe) dated May 2015 shall be implemented before the solar farm hereby approved first becomes operational, and shall be retained as such thereafter for the lifetime of the development:

- the finished floor levels of ancillary buildings shall be set at a minimum of 3.7m AOD as detailed in paragraph 5.3.2 of the Flood Risk Assessment;
- (i) the internal access tracks shall be constructed in a permeable material as detailed in paragraph 5.3.2 of the Flood Risk Assessment;

- (ii) a minimum 8 metre buffer shall be maintained between the bank top of Main Dyke (a designated main river) and the fencing to the perimeter of the site as detailed in paragraph 5.4.2 of the Flood Risk Assessment;
- (i) the post-development rate of surface water runoff from the site shall not exceed the pre-development (greenfield) rate as detailed in paragraph 5.4.2 of the Flood Risk Assessment.

Reason: To ensure that the development is not at risk of flooding and does not increase flood risk elsewhere, and that adequate measures are put in place for the disposal of surface water in accordance with the requirements of Fylde Borough Local Plan policies EP25 and EP30, and the National Planning Policy Framework.

8. No development (including site clearance in preparation for or during the course of development) shall take place during the bird breeding season (March to August inclusive) unless a survey has first been submitted to and approved in writing by the Local Planning Authority which demonstrates that the site is not utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the bird breeding season unless a scheme for protecting nest sites during the course of the development has been submitted to and approved in writing by the Local Planning Authority. Nest site protection shall thereafter be provided in accordance with the duly approved scheme.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with Fylde Borough Local Plan policy EP19, the provisions of the Wildlife and Countryside Act 1981 (as amended) and the National Planning Policy Framework.

9. Unless alternative details have first been submitted to and approved in writing by the Local Planning Authority, the development shall be carried out in full accordance with the following measures outlined in the 'Traffic Management Plan' (TMP) by ADAS UK Ltd (report reference LTP/15/2103) dated May 2015:

- I. Access to the site shall only be taken via the existing vehicle ingress/egress from the B5266 (Fairfield Road), the route of which is shown in Figure 5 of the TMP.
- II. Works of site preparation, delivery of materials, construction and decommissioning operations shall only take place between the hours of 08:00 and 18:00 Monday to Friday, and between 08:00 and 13:00 on Saturdays.
- III. There shall be no queuing, parking loading or unloading of delivery and/or construction vehicles on the public highway.
- IV. There shall be no parking of vehicles or storage of materials outside the area of the construction compound.
- V. Wheel washing facilities shall be provided in accordance with the details set out at paragraph 6.7.1 and Figure 9 of the TMP.
- VI. A highway cleaning regime shall be implemented in accordance with the details set out in paragraph 6.7.2 of the TMP.

Reason: To ensure safe and convenient access and circulation for vehicular traffic, to prevent obstruction of the surrounding highway network, and to minimise the potential for unacceptable noise and nuisance for neighbouring occupiers in accordance with the requirements of Fylde Borough Local Plan policy EP27 and the National Planning Policy Framework.

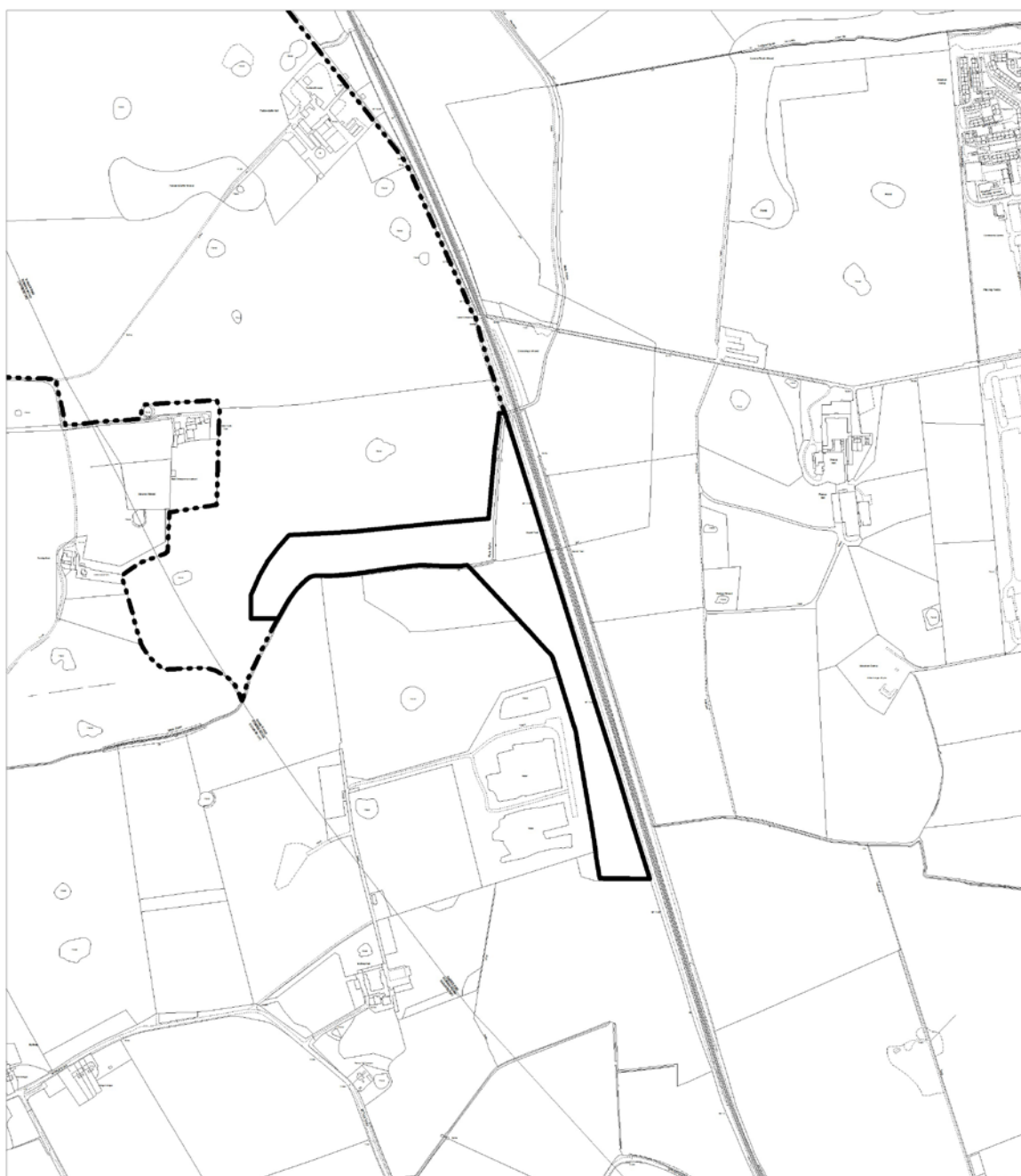
10. No development involving the installation of the three inverters hereby approved (the locations of which are shown on drawing no. IEM4062-001) shall take place until a scheme to mitigate noise generated by this apparatus has first been submitted to and approved in writing by the Local

Planning Authority. The scheme shall include measures to ensure that noise emissions from the inverters do not exceed 60 dB(A) leq 5 minutes when measured at a distance of 3 metres from the source in free field conditions. The inverts shall thereafter be installed in accordance with the mitigation measures contained within the duly approved scheme.

Reason: To ensure that the development does not give rise to unacceptable noise and disturbance to the occupiers of surrounding residential properties, particularly during the night time period in accordance with the recommendations in paragraph 6.3.10 of the noise assessment by Noise & Vibration Consultants Ltd (ref R15.0909/DRK) dated September 2015 and the requirements of Fylde Borough Local Plan policy EP27 and the National Planning Policy Framework.

11. No development shall take place until a scheme for the provision of traffic warning and directional signs has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of the location, size and design of the signs. The duly approved signs shall be erected before any deliveries or construction activities commence, and shall be retained as such for the entirety of the construction period. The signs shall be removed within 5 days following the cessation of the construction period.

Reason: To enable all construction traffic to enter and exit the site in a safe manner without causing a hazard to other road users in accordance with the requirements of the National Planning Policy Framework.



| | | | |
|---------------------------------------|---|---|---------------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0380 | Address Land to the south of Todderstaffe Hall Farm, Weeton | Grid Ref. E.3371 : N.4357 | Scale 0 50 100 150 200 m |

Item Number: 5

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|--------------------------|
| Application Reference: | 15/0384 | Type of Application: | Full Planning Permission |
| Applicant: | Newbury Properties | Agent : | Shepherd Planning |
| Location: | 314 CLIFTON DRIVE NORTH, LYTHAM ST ANNES, FY8 2PB | | |
| Proposal: | CHANGE OF USE OF EXISTING PRIVATE MEMBERS CLUB IN TO A CLASS A1 RETAIL UNIT | | |
| Parish: | ASHTON | Area Team: | Area Team 2 |
| Weeks on Hand: | 17 | Case Officer: | Rob Clewes |
| Reason for Delay: | Need to determine at Committee | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application property is the St Annes Conservative Club premises which is the first of the Porritt Houses on the seaward side of Clifton Drive North and is located within the Porritt Hoses Conservation Area.

The proposal relates to the use of the ground floor and lower ground floor for Class A1 retail uses. This proposal is considered to be acceptable in principle as it will not have a detrimental impact to the vitality of the Town Centre due to its small size and proximity to the Town Centre, the boundary of which includes the recent Aldi store opposite and the Lord Derby pub but excludes this property.

No external alterations are proposed in this application and so there will be no impact to the Conservation Area, and a Class A1 retail use of the size proposed is considered appropriate for a building of this nature in the Conservation Area. There will be no detrimental impact to the amenity of the neighbouring properties as the proposed use is compatible with these properties and will create a lower impact than the previous uses. Although the site is unable to provide a level of off-street parking to meet standards in full, that is the case with the existing use and with its proximity to the Town Centre and public transport there is no detrimental impact to highway safety.

Taking the above into account the application is considered to comply with the NPPF and Policies TREC2, EP3 and SH15 of the Fylde Borough Local Plan and recommended for approval.

Reason for Reporting to Committee

This application has been brought before the Development Management Committee as the officer recommendation for approval is in conflict with the objection from the Town Council.

Site Description and Location

The application property is a detached building that is located to the south west of Clifton Drive North on the corner with Dove Street. The building is currently vacant but was last used as the Conservative Club and previously used as the Manhattan Hotel. There is a forecourt area available for the parking of approximately 8 cars which is accessed off Clifton Drive North. The site is within the Porritt Houses/Ashton Gardens Conservation Area but is outside of the defined Town Centre area in the Fylde Borough Local Plan. The neighbouring properties on Clifton Drive North are in use as residential flats, with other flats to the rear on Inner Promenade, and the Aldi store with flats above opposite.

Details of Proposal

Planning permission is sought for the change of use of the ground floor and lower ground floor of the property from its lawful Private Members Club use to a retail use as defined in Class A1. No external or internal works are proposed as part of the application.

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|---|-----------------------------|------------|
| 14/0239 | CHANGE OF USE FROM PRIVATE MEMBERS CLUB TO RESTAURANT (CLASS A3) | Granted | 08/07/2014 |
| 08/0372 | CHANGE OF USE OF FIRST AND SECOND FLOOR TO CREATE 8 APARTMENTS WITH SELF CONTAINED ACCESS FROM THE REAR WITH MINOR ALTERATIONS TO REAR ELEVATION. | Approved with 106 Agreement | 27/08/2009 |
| 08/0367 | CHANGE OF USE OF GROUND FLOOR AND LOWER GROUND FLOOR FROM A HOTEL TO A PRIVATE MEMBERS CLUB | Granted | 30/06/2008 |
| 94/0646 | C/U TO REST HOME | Refused | 09/11/1994 |
| 87/0450 | KITCHEN EXTENSION & REPLACEMENT OF FRONT CONSERVATORY | Granted | 09/09/1987 |
| 77/0185 | PORCH AT BASEMENT ENTRANCE | Granted | 20/04/1977 |
| 76/0631 | EXTENSION TO FORM DININGROOM AND TOILETS, NEW FRONT PORCH | Refused | 29/09/1976 |
| 76/0203 | EXTENSION TO FORM DINING ROOM AND TOILETS, NEW FRONT ENTRANCE PORCH | Refused | 05/05/1976 |

Relevant Planning Appeals History

None

Parish/Town Council Observations

St Anne's on the Sea Town Council notified on 25 June 2015 and comment:

"Object to A1 retail. Not a suitable location for retail however A2/A3 would be acceptable with suitable design in keeping with the conservation area. Inadequate space for car parking should it be A1 retail".

Statutory Consultees and Observations of Other Interested Parties

Lancashire County Council - Highway Authority

Comments - No objections

Planning Policy Team

They have confirmed that the scale of the proposal does not exceed local threshold for requiring a sequential test to be undertaken.

Lytham Civic Society

Object to the proposal as it is located outside the existing retail envelope of St Annes

Neighbour Observations

Neighbours notified: 25 June 2015
Site Notice Date: 30 June 2015
Press Notice Date: 09 July 2015
No. Of Responses Received: None

Relevant Planning Policy**Fylde Borough Local Plan:**

| | |
|--------|--|
| SP01 | Development within settlements |
| TREC02 | Secondary Holiday Areas |
| EP03 | Development within conservation areas |
| SH15 | Small scale out of centre retail development |

Other Relevant Policy:

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

Site Constraints

Conservation area site

Environmental Impact Assessment

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

Comment and Analysis

The main issues regarding this application are:

The principle of the development
Impact to the Conservation Area
Impact to Highways
Impact to neighbouring amenity

The principle of the development

The application seeks to change the use of the ground floor of the building to a Class A1 retail unit. The building is currently vacant but was formerly a hotel with a lower ground floor bar open to non-residents and latterly used as a Private Members Club.

Due to the size of the floor space proposed for the change of use, 556 square metres, it is below the threshold for applying a sequential test as set out in paragraph 26 of the NPPF (the threshold is set at 2500 square metres) and also below the Council's own, not yet adopted, threshold of 750 square metres in the emerging Fylde Local Plan. Government guidance directs new retail units to town centre locations, and this site is outside of that area. The next preference is for edge of centre locations, and with the immediate proximity of the town centre boundary the proposal is to be considered as an edge of centre site. With the limited size of the building area concerned it is not considered that the change of use will lead to any undue harm to the vitality of the Town Centre.

The proposed change of use to a retail unit does not strictly comply with Policy SH15 of the Fylde Borough Local Plan as it would result in a new retail unit outside the defined town centre. However more recent guidance on such proposals in para 24 of the NPPF requires an assessment of an out of centre site's proximity to that centre and its accessibility. In this case the site is very close to the edge of the centre and has no accessibility constraints to it. It is therefore concluded that the retail use will accord with that guidance. It is also the case that it allows a more viable economic use to be found for a vacant building.

The property is located within the Secondary Holiday Area of St Annes as defined on the Fylde Borough Local Plan. Policy TREC2 seeks to retain holiday use in these defined areas and only allows changes to non-holiday use in appropriate circumstances. The change of use of the building from holiday accommodation was previously allowed under approval ref: 08/0367 when the existing Private Members Club use began. As such the principle of allowing the building to be converted to a non-holiday use has been allowed and established with the implementation of that consent. Therefore the further change of use now proposed is not in conflict with Policy TREC2 as the site is no longer in a tourism use.

Taking the above into account the principle of the use is considered to be acceptable.

Impact to the Conservation Area

The site is located within the Porritt Houses/Ashton Gardens Conservation Area and so consideration needs to be given to the desirability of preserving or enhancing the character and appearance of the area as set out in Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal seeks only to establish the use of the ground floor and does not propose any external works to the building. Accordingly there will be no detrimental impact to the Conservation Area arising from this proposal, with any subsequent applications that propose alterations to its appearance considered at that time. Furthermore it is considered that by keeping the building in use it will help minimise the risk of it falling into disrepair.

Impact to Highways

The site benefits from a forecourt to the front which can be accessed off Clifton Drive North. Although this area of parking would not provide the full level of off-street parking to meet the adopted standards that is the same as the current position. The site is well connected to the town centre and local parking areas and public transport links and so it is not considered that there are any defendable arguments against the proposal on this basis. There are no highway safety objections to the proposal from the highway officer.

Impact to neighbouring amenity

It is considered that there will be no detrimental increase in impact to the amenity of the neighbouring properties due to the change of use of the ground floor. In 2008 the first and second floors were granted consent (ref: 08/0372) for conversion into 8 self-contained flats which have been implemented. It is considered that the previous uses, a Hotel and private Members Club, would likely generate more noise and disturbance than a Class A1 retail unit therefore the impact to the flats above and the other residential properties adjacent the site will not be any greater.

Conclusions

The application property is the St Annes Conservative Club premises which is the first of the Porritt Houses on the seaward side of Clifton Drive North and is located within the Porritt Hoses Conservation Area.

The proposal relates to the use of the ground floor and lower ground floor for Class A1 retail uses. This proposal is considered to be acceptable in principle as it will not have a detrimental impact to the vitality of the Town Centre due to its small size and proximity to the Town Centre, the boundary of which includes the recent Aldi store opposite and the Lord Derby pub but excludes this property.

Taking the above into account the application is considered to comply with the NPPF and Policies TREC2, EP3 and SH15 of the Fylde Borough Local Plan and recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. The ground floor and lower ground floor of the property edged red shall be used for purposes within Use Class A1 as defined in the Town and Country Planning (Use Classes) Order 1987 only.

To define the permission.

3. The premises shall only be available for trade to customers between the hours of :

07:00 hours to 22:00 hours Mondays to Saturdays (inclusive)
10:00 hours to 16:00 hours Sundays and Bank Holidays

To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

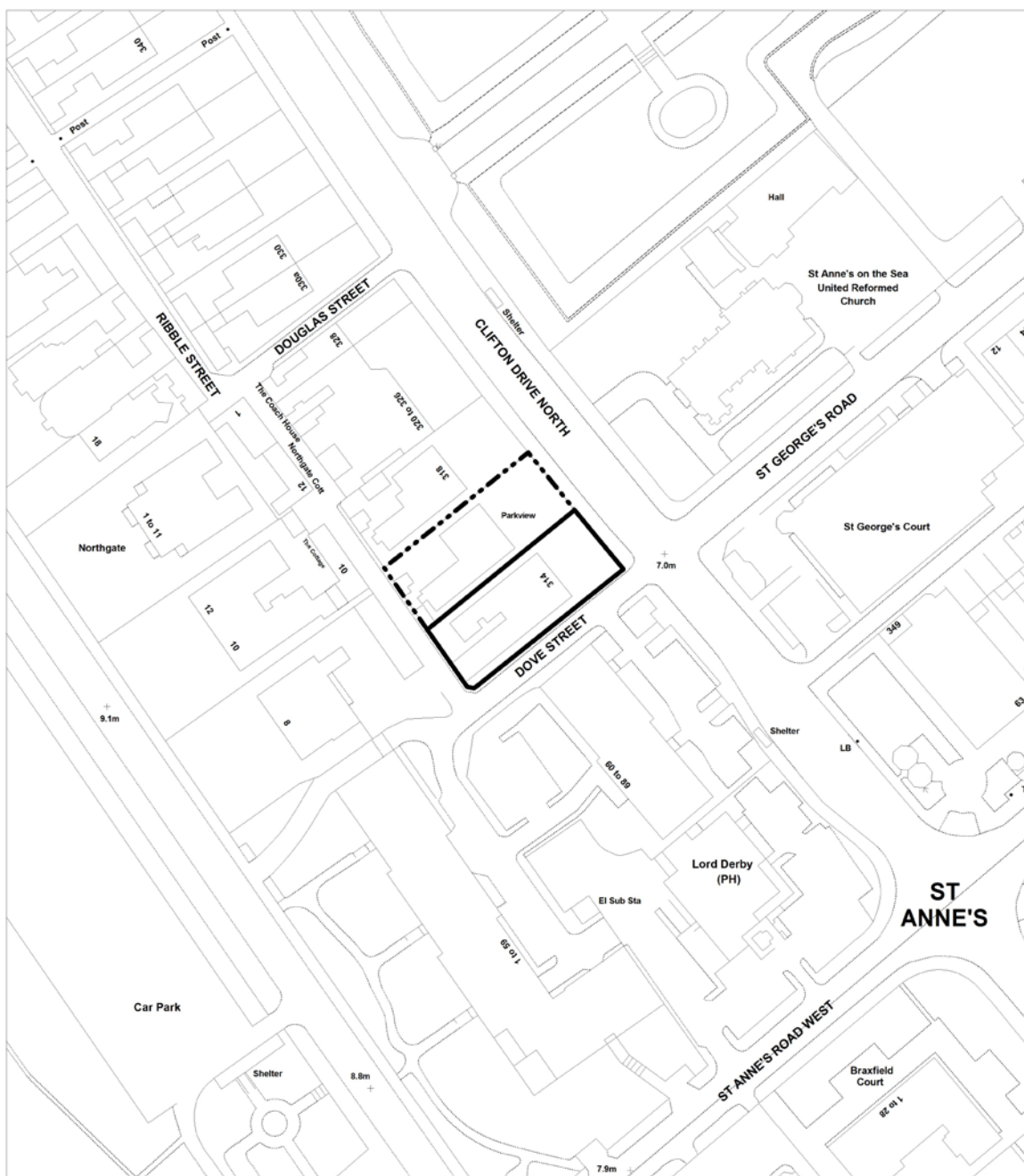
4. The existing forecourt shall only be used for the parking of vehicles in connection with the development, hereby approved, and shall not be used for any other purpose including the display of materials for sale.

To provide an appropriate level of off-street parking in accordance with minimising local

congestion and so adverse impact on highway safety, and to preserve the character of the Porritt Houses Conservation Area.

5. Deliveries to the premises in accordance with this permission shall be restricted to the hours between 7.00 am and 9.00 pm on any day.

To safeguard the amenities of the area and in accordance with Policy EP27 of the Fylde Borough Local Plan.



| | | | |
|---------------------------------------|---|---|-------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0384 | Address 314 Clifton Drive North, Lytham St Annes | Grid Ref. E.3318 : N.4288 | Scale 0 6 12 18 24 m |

Item Number: 6

Committee Date: 07 October 2015

| | | | |
|-------------------------------|--|-----------------------------|----------------------------------|
| Application Reference: | 15/0406 | Type of Application: | Full Planning Permission |
| Applicant: | Lightsource SPV 142 Ltd | Agent : | Lightsource Renewable Energy Ltd |
| Location: | CASK FARM, MYTHOP ROAD, WEETON WITH PREESE, PRESTON, FY4 4XF | | |
| Proposal: | PROPOSED INSTALLATION AND OPERATION OF A SOLAR FARM AND ASSOCIATED INFRASTRUCTURE, INCLUDING PHOTOVOLTAIC PANELS, MOUNTING FRAMES, INVERTERS, TRANSFORMERS, SUBSTATIONS, COMMUNICATIONS BUILDING, FENCE AND POLE MOUNTED SECURITY CAMERAS. | | |
| Parish: | STAINING AND WEETON | Area Team: | Area Team 1 |
| Weeks on Hand: | 16 | Case Officer: | Kieran Birch |
| Reason for Delay: | Need to determine at Committee | | |

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

The application proposes the development of a solar farm, with associated infrastructure and equipment on agricultural land at Mythop Road between Weeton and the junction with Chain Lane to Staining. The principle of this form of development in the countryside is acceptable in light of the support for renewable energies in NPPF, and the information submitted in respect to alternative site search is considered acceptable by officers. It is also accepted that the development would not have an unacceptable impact on residential amenity or the highways network.

However all of the application site is best and most versatile agricultural land and it is considered that the loss of 15.45 hectares of such land is not acceptable. The officer view is also that the proposed solar farm would visually have an unacceptable impact to the amenity and character of the area. The solar farm would appear alien and incongruous within the rural landscape and would cause unacceptable landscape harm. Views of and across site would be detrimentally affected as well as the character of the area.

The visual harm has to be balanced against the gain of a renewable energy source and rural diversification. Whilst the NPPF encourages the development of renewable energy and the NPPG states in some instances the visual impact of solar farms will be minimal, in this case it is considered that the substantial and demonstrable harm to be experienced in the local landscape, from residential properties and the public highway is of great significance and this harm outweighs any benefit experienced by way of renewable energy. The development would not result in any significant economic benefits to the locality and has the potential to cause environmental harm.

As such having regard to the NPPF, it is not considered to be sustainable development and therefore the presumption in favour set out in the NPPF does not apply. The adverse impacts of the proposal would outweigh the benefits and the proposal is considered to be unacceptable having regard to the NPPF. The proposal is therefore recommended for refusal.

Reason for Reporting to Committee

The application is for a Major development and whilst the recommendation is one of refusal it is considered that the development is of such local significance that the decision should be made by the Development Management Committee.

Site Description and Location

The application site comprises 15.45ha of agricultural land that is located to the south and west of Cask Farm on Mythop Road, Weeton. The site is located approximately 700m to the north of the M55 and 1.2km west of Weeton. The site is designated as countryside under the adopted Local Plan. There are three listed buildings in Weeton within 1.5km of the site and the path of an old Roman Road is 270m to the east of the site. There are no current TPO's in the vicinity of the site and the nearest public right of way is to the south of the site alongside the M55. The site is its entirety is in Flood Zone 1. There is a Site of Special Scientific Interest at Marton Mere 1.5km west of the site adjacent to the settlement of Blackpool. The agricultural assessment submitted with the application indicates that the land is a mix of grade 2 and 3 agricultural land.

The site is made up two fields of irregular shapes which according to the application are used for grazing sheep. The site boundaries are formed by hedgerows of differing heights with significant gaps in some parts and Mythop Moss Wood in the south west corner. To the south of the site is Ream Hills Farm, which in addition to the agricultural activity provides a caravan park and wakeboarding centre. The rest of the site is surrounded by agricultural fields and intermittent residential dwellings, the nearest of which are Mythop Hall cottages which are located directly to the east of the site. There are four ponds within the application site, and several more in the wider landscape surrounding the site. In terms of topography the site undulates, with the highest points located in the north west corner of the site at approximately 14.8mAOD, the site then slopes to the south with the land adjacent the boundary between the two fields ranging from 7.73mAOD at the western boundary and 4.43mAOD in the middle of the field. The southern field is low lying, approximately 5mAOD at the north and 3mAOD to the south.

The site therefore slopes from north to south with a high point in the north west of the site. The landscape character of the wider area is low lying and undulating fields within which hedgerow and hedge trees and small strips of woodland are prevalent. There are scattered farmsteads and roadside dwellings across the landscape with clusters of residential development alongside Mythop Road leading up to Weeton to the east.

Details of Proposal

The proposed development is for the installation of photovoltaic panels laid out in arrays of rows running across the field enclosure from east to west. The panels are set back from the boundary of each field in order to provide for access around the edge of the field and to ensure the continuing health of existing trees and hedgerows. The arrays will be mounted on a simple metal framework. The maximum height of the arrays will be 2.5m above ground level and will be installed at a gradient of approximately 20 degrees from the horizontal, facing south. The panels will be fixed and will not move or track the movement of the sun. The panels will be Each of the arrays are connected to three inverter stations which are located to the north and south of the arrays, which are then connected to the grid via a substation. Within the site as well as the inverter stations are proposed to be a DNO substation, 10 CCTV security cameras on 3m poles located around the sites periphery, client switch room, a storage shed, field transformer, control room, site transformer, toilet cabinet

and 2m high deer fencing. The dimensions of the buildings are;

Three inverter stations – 2.9m (height) x 4.4m (length) x 1.5m (width)

Two transformers – 2.6m (h) x 6.1m (l) x 2.5m (w)

Switchgear substation -

Communications building – measuring 2.5m (h) x 3m (l) x 3m (w).

Client substation – 2.9m (h) x 6.06m (l) x 2.44m (w)

DNO substation – 4.4m (h) x 5.5m (l) x 4.95 (w)

Storage building – 2.6m (h) x 3.2m (l) x 2.7m (w)

Toilet cabinet – 3.03m (h) x 2.49m (l) x 0.8m (w)

It is proposed to remove a section of hedgerow from the northern boundary to form the site entrance and native hedgerow and tree belt planting is proposed along each boundary in order to mitigate the visual impact of the scheme.

The proposed development comprises a free standing 'static' 5MW solar PV farm, with all the power exported to the National Grid. The applicant states that the development will provide power for the equivalent of approximately 1300 homes annually. It is intended that the development would operate for a period of 30-35 years after which the site will be de-commissioned and returned back to agricultural use. Over the course of the 25 years the applicants state that this will save potentially 225,000 tonnes of carbon dioxide emissions. It is proposed that sheep grazing will continue around the arrays during the operational period.

The application has been accompanied by supporting documents as follows:

- Environmental Statement
- Landscape and visual impact assessment
- Access study report
- Agricultural land classification report
- Biodiversity management plan
- Flood Risk Assessment
- Heritage report
- Sequential analysis study
- Topographical surveys
- Tree survey and AIA

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|--|----------|----------------|
| AG/12/0003 | AGRICULTURAL DETERMINATION FOR Permission ERECTION OF STORAGE BUILDING FOR required TRACTOR AND EQUIPMENT. RE-SUBMISSION OF AG/12/0002. | | not 13/07/2012 |

Relevant Planning Appeals History

None

Parish/Town Council Observations

Weeton with Preese Parish Council notified on 02 July 2015 and comment: *The Parish Council*

recommends refusal of the application for the following reasons:-

- *Objections from local residents*
- *Visual impact on surrounding area*

Statutory Consultees and Observations of Other Interested Parties

Blackpool Airport

No comments received.

National Air Traffic Services

No objections.

National Grid

No comments received.

HM Inspector of Health & Safety

No comments received.

Lancashire County Council Rights of Way

No comments received.

Environment Agency

No objections. The watercourse Mythop Main Drain adjoining the site is designated a "Main River" and is therefore subject to Land Drainage Byelaws. In particular, no trees or shrubs may be planted, nor fences, buildings, pipelines or any other structure erected within 8 metres of the top of any bank/retaining wall of the watercourse without prior written Consent of the Environment Agency. Full details of such works must be submitted to us for consideration.

Regeneration Team (Landscape and Urban Design)

The development site and the surrounding countryside is primarily low lying undulating countryside. There is a lack of existing hedgerows to the perimeter of the site and in neighbouring fields, thus the development will adversely harm the landscape character of the site and there will be an immediate significant visual impact and in subsequent years until the hedgerows are sufficiently matured to the perimeter of the site.

There are a number of residential properties to the immediate vicinity of the site, including neighbouring farms. Due to the proximity of the development to the site boundary, the nature of the low lying countryside and limited hedgerows the development will be visible to all these properties in the short to medium term until the proposed Woodland/Hedgerows mature sufficiently.

The development will be prominent from Mythop Road. Views from the M55 will be screened by the adjacent highway plantations and the Railway to the east of the site is sufficiently far away that development would not be prominent.

Site Boundaries

Although, the submitted landscape plan shows a 3.5m wide woodland/hedgerow planting to the perimeter of the development, the development of the site will be highly visible from all boundaries of short to medium range views for the initial 7-10 years until

the woodland planting has matured. This is ensuring that the hedgerow is adequately maintained to ensure that the planting provides an effective and consistent screen to all boundaries.

Northern

Mythop Road forms the boundary to the north and the east of the site. The road is a popular busy local road. Due to the lack of hedgerows along the roadside, the development would be highly visible from Mythop Road along the entire northern and eastern boundary of the site.

East Views

The development would be highly visible from the east for short to long range views. Due to the flat, low lying, slightly undulating countryside. There are limited woodland plantations or hedgerows to 'break up' development from medium to long range views.

Western

The site is visible from short range views. However, there are plantations which will mitigate the development from the visual impact. There is a woodland plantation which stretches from Mythop Road south to the M55 which blocks medium to long range views. There is also a small woodland to the south west boundary which will 'break up' views for short to medium range views from the south west.

Southern

The M55 is located near to the southern boundary. The development will be visible from short range views, however, due to the structure planting along the edge of the M55 motorway, medium to long range views towards the development are blocked from this location.

Lancashire County Council - Highway Authority

No comments received.

Lancashire County Archaeology Service

No objections, are in agreement with the heritage information submitted. State that a programme of strip, map and sample in areas would be appropriate. Required a condition stating that a written scheme of investigation be submitted prior to commencement. This has been submitted as part of the application and therefore the condition should be that development is carried out in accordance with that document.

Environmental Protection (Pollution)

No objections, request conditions relating to hours of construction, a noise assessment and a glint/glare assessment to be undertaken prior to the commencement of development.

The Ramblers Association

No comments received.

Natural England

Internationally and nationally designated sites

The application site is in close proximity to European designated sites (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and

Species Regulations 2010, as amended (the 'Habitats Regulations').

Special Protection Areas (SPAs) are classified for rare and vulnerable birds, and for regularly occurring migratory species. The birds for which SPAs are designated may also rely on areas outside of the SPA boundary. These supporting habitats may be used by SPA populations or some individuals of the population for some or all of the time. These supporting habitats can play an essential role in maintaining SPA bird populations, and proposals affecting them may therefore have the potential to affect the SPA. These supporting habitats are known as functionally linked land.

The application site is approximately 4.9km from Morecambe Bay Special Protection Area (SPA) and Special Area of Conservation (SAC) which is a European site. It is also listed as Morecambe Bay Ramsar site¹. The site is also notified at a national level as the Wyre Estuary Site of Special Scientific Interest (SSSI). The application site is approximately 7km from Ribble & Alt Estuaries SPA and Ramsar site, that is also notified at a national level as the Ribble Estuary SSSI.

The application site is approximately 9.3km from Newton Marsh SSSI and approximately 1.7km from Marton Mere, Blackpool SSSI.

European Site - Further information required

The consultation documents provided by your authority do not include information to demonstrate that the requirements of Regulations 61 and 62 of the Habitats Regulations have been considered by your authority, i.e. the consultation does not include a Habitats Regulations Assessment.

In advising your authority on the requirements relating to Habitats Regulations Assessment, it is Natural England's advice that the proposal is not necessary for the management of the European site. Your authority should therefore determine whether the proposal is likely to have a significant effect on any European site, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out.

Natural England advises that there is currently not enough information to determine whether the likelihood of significant effects can be ruled out.

It should be noted that some of the potential impacts that may arise from the proposal (disturbance and displacement) relate to the presence of SPA interest features that are located outside the site boundary. It is advised that the potential for offsite impacts needs to be considered in assessing what, if any, potential impacts the proposal may have on European sites, during operational and construction phases.

We note that in the Environmental statement (ES), chapter 10 Ecology and nature conservation (page 194) that six SPA bird species are considered to be significantly affected during the construction phase; Bewick's swan, Whooper swan, Pink-Footed Goose (PFG), Teal, Pintail and Black-tailed godwit. However at operational phase only PFG are considered to be significant, it is unclear to Natural England why the other 5 SPA bird species are no longer considered significant. Natural England recommend this information is submitted so the Local Planning Authority can fully assess the implications of the development on the designated site prior to determination.

It is unclear where the SPA birds were located during the surveys, therefore Natural

England recommend the submission of bird location maps. This could help inform if the mitigation for the construction and operational phases are adequate.

Where essential ecological functions, such as foraging, occurs beyond a site boundary, then the area within this is termed functionally linked land, or known as functional habitat. As the presence of this land is essential in meeting a species' needs, damage or deterioration of this habitat could impact upon the designated population. For this application it has been noted in the ES that PFG use the site in significant numbers. Therefore an alternate feeding refuge should be provided to mitigate the loss of functional SPA land. It has been suggested in the ES under section 10.11.3.3 Habitats, page 203, that a compensatory foraging resource is to be included with the development. This needs to be:

- i. Sited in an area that is not already used by PFG or other waterbirds, or has existing biodiversity interest,*
- ii. Is of suitable size and a single large parcel of land is most appropriate,*
- iii. Should remain open and managed appropriately,*
- iv. Should remain disturbance free, including proximity to footpaths, roads or activity on adjacent land (including shooting).*
- v. Veterinary considerations must be taken into account i.e. the need for a break in rotation to reduce risk of Rhizomania*

With regard to the Biodiversity Management plan (first issue) by Avian Ecology, Appendix 1: Outline Water bird Mitigation Scheme Natural England have the following comments:

- It is not clear how big the mitigation area will be, or where the mitigation area will be located*
- What is the present use of the proposed mitigation area? Does it already support PFG?*
- Point 16 states that the mitigation is solely for the benefit of pink footed geese. It is not clear what mitigation is being proposed for Bewick's swan, Whooper swan, Teal, Pintail or Black-tailed godwit, which were in significant numbers on site during the winter bird surveys. Natural England request clarification on the mitigation for these species.*
- Point 21 states that supplementary feed will be supplied in the critical winter period. We request clarification on dates of when this feed will be provided. It is unclear if Martin Mere Wildfowl and Wetland Trust has been consulted on when these times would be.*
- With regards the reporting and monitoring it is unclear who will have sight of the reports. Natural England request that we see the formal reports.*

SSSI – Further information required

Our concerns regarding the potential impacts upon the SSSI coincide with our concerns regarding the potential impacts upon the European site as detailed above.

Should the application change, or if the applicant submits further information relating to the impact of this proposal on the SSSI, Natural England will be happy to consider it.

Protected Species

We have not assessed this application and associated documents for impacts on protected species.

Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural

Communities (NERC) Act 2006

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

Electricity North West

No objections but development could have an impact on their infrastructure and the applicants will need to respect the rights of access and easements, and take care when working in the vicinity. Other points, specific to this particular application are that there is a 6.6kV overhead line crossing the site which feeds a pole mounted transformer at Mythop Hall. Review of the application site plan shows that this line has been accounted for and no construction of solar panels are proposed underneath it. During construction on site, care should be taken at all times with regard to the Live High Voltage overhead line and all construction within the vicinity of the overhead lines must be in accordance with the above mentioned HSE guidelines. The developer should be aware that Electricity North West Limited require 24 hour access to this line for fault conditions. This may require vehicular access and clearance to allow for this must be maintained.

Fylde Bird Club

No comments received.

Regeneration Team (Trees)

State that there aren't really any implications for trees, their only thought being that there's a broadleaved woodland south west of the PV array that could be seen as a nuisance if they wanted to expand the array southwards. They can TPO that to prevent any of it being removed pre-emptively but that threat is possibly a remote one. The hedges along Mythop Road are fragmented and there'd be a need to prevent views by screening with new planting but they gather this is within the landscaping proposals. There's a lead-in time before new trees can fulfil that function but of course that's the same with any landscaping. Nothing for them to object to or improve upon, so no specific comments.

Electricity North West

Could have an impact on their infrastructure. There is a 6.6kV overhead line crossing the site which feeds a pole mounted transformer at Mythop Hall. Review of the application site plan shows that this line has been accounted for and no construction of solar panels are proposed underneath it. During construction on site, care should be taken at all times with regard to the Live High Voltage overhead line and all construction within the vicinity of the overhead lines must be in accordance with the above mentioned HSE guidelines. The developer should be aware that Electricity North West Limited require 24 hour access to this line for fault conditions. This may require vehicular access and clearance to allow for this must be maintained.

United Utilities - Water

No objections in relation to drainage and request no conditions however a large diameter trunk main crosses the site. As they need access for operating and maintaining it, they will not permit development in close proximity to the main. Developer will need

an access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipe. Their records also show a private main entering the East side of the site and two abandoned mains at the South of the site. The applicant must comply with their standard conditions for work carried out on, or when crossing aqueducts and easements. This should be taken into account in the final site layout, or a diversion will be necessary, which will be at the applicant's expense.

Lancashire CC Flood Risk Management Team

No objections to the development subject to the inclusion of conditions relating to an appropriate surface water drainage scheme being submitted and a surface water lifetime management and maintenance plan.

Greater Manchester Ecology Unit

The ecological surveys and assessment submitted as part of the ES in support of the application have been carried out by suitably qualified consultants and are to appropriate and proportionate standards. I would not consider that further surveys are required prior to deciding the application.

The application site is not itself designated for its nature conservation interests but it is relatively close to sites designated for their importance to birds, particularly to water birds, wading birds, geese and swans. Although the site is currently dominated by species-poor agricultural grassland and is considered to have only low potential to support any specially protected species it has been found to have substantive value for wintering birds, both as a refuge from nearby designated sites (e.g. Ribble Estuary SPA and the BHS at Marton Mere) and because the grassland can sometimes provide a source of winter food. Some of the important bird species using the site are likely to be displaced by the solar array because they rely on wide views for defence from predators and because they need relatively large open areas to land and take off. The solar array will inevitably lead to a loss of landscape open-ness and habitat fragmentation. Seeking some level of Compensation for the loss of bird habitat caused by displacement is in my view justified.

Compensation for habitat losses and mitigation for species disturbance have been put forward in the 'Cask Farm Biodiversity Management Plan' and include –

- Planting and 'gapping-up' hedgerows at the site boundaries*
- Leaving margins of conservation grassland around the site boundaries*
- Managing the grassland in between rows of solar panels in ways that are more sympathetic to wildlife*
- Erecting fences around the site that will deter disturbance and some predators*

These measures will benefit wildlife but not the important bird species that currently use the site. Additional Compensation for the displacement of these birds has been proposed and this is described in Appendix 1 of the Biodiversity Management Plan. It involves the establishment of a more attractive (better managed) area for birds to the south of the fields being used for the solar array but under the control of the applicant/owner. The most important element of the compensation being offered is the supply of supplementary winter feeding on this part of the site. I have some concerns that the measures proposed rely on the establishment of a S106 agreement; my concern is that it could be difficult to monitor the implementation of this feeding regime, making it difficult to enforce. I would therefore recommend that if this approach is to be adopted a local

independent wildlife group, bird group or independent consultancy should be required to be involved in formal, regular monitoring of the site (at least 4 x a year). You may wish to seek legal advice on whether this formal monitoring could be enforced through a S106. The results of the monitoring should be used to ensure that the supplementary winter feeding is taking place and is being effective. If the S106 agreement can be made to work and is enforceable, then, taken together with the other proposed site-based habitat enhancement measures and mitigation measures for possible harm that may be caused to other species then I would have no overall objections to the application on nature conservation grounds.

If permission is granted to the application I would recommend –

- *That the implementation of the Landscape Plan (dwg ref. L.0318_20_A) be required by Condition.*
- *That the implementation of the ‘Cask Farm Biodiversity Management Plan’ prepared by Avian Ecology in May 2015 which describes comprehensive measures to protect wildlife should be required by Condition.*
- *That the Council enters into a S106 agreement to secure the management of land to the south of the application site and contiguous with it for the benefit of birds, and particularly for geese.*
- *That a regular ecological monitoring regime should be established on the site (at least annually for the site itself and 4x a year for the bird compensation area) for at least five years post-construction.*

Neighbour Observations

Neighbours notified: 02 July 2015

Press Notice Date: 09/07/2015

No. Of Responses Received: 44 letters of support received, 8 letters of objections received.

Nature of comments made:

33 of the 44 received letters of support are identical letters signed by different people, these letters state;

- The proposed solar farm will power 1350 households with clean, locally produced energy, reducing the carbon footprint of the district.
- Tree belts will be created around the site boundaries using extensive tree and shrub planting to provide better screening. Similarly, existing hedgerows will be infilled with native species such as hawthorn, hazel and holly to improve screening as well as strengthening wildlife corridors around the site.
- The solar farm will produce both energy and food through its continued use as grazing pasture.
- The proposal includes measures for biodiversity enhancement such as a minimum of 10 bird boxes and 6 bat boxes for roosting and nesting, log poles will also encourage insect communities and provide shelter and hunting grounds for small mammals, reptiles and amphibians.
- The field to the south of the proposed solar farm is used by wintering birds, this field will be retained without solar panels. Instead it will be seeded and managed to provide improved foraging grounds for the birds such as pink footed geese.

- We all need to use electricity, but if we continue to rely on the burning of fossil fuels for our energy we will pollute the planet and remain vulnerable to volatile price fluctuations of the global fossil fuel markets.

The other letters of support express support for green energy as well as making the following additional points;

- Gas and oil cannot be guaranteed in the long term.
- The perceived hazards of fracking are all the more reason to support this application.
- Renewable energy produce clean energy unobtrusively compared to the negatives fracking brings to communities.
- Good use of farm land as allows diversification.
- Temporary construction will not damage the quality of the land.
- The site will be hydrologically diverse and will be screened by trees.
- Impressed by the amount of planting proposed which will make the solar farm a wildlife haven.

The 8 letters of objection make the following points;

- Scale of development will have an urbanising effect.
- Visual damage to picturesque setting.
- Height of development will create visual intrusiveness.
- Contrary to NPPF and NPPG as on undulating land and conspicuous in the landscape.
- Impact on view from residential dwellings.
- Cumulative impact of this and other solar farms.
- Impact on success of adjacent farm diversification - caravan park and wakeboarding park.
- Screening will only be seasonal and could impact on traffic.
- Loss of BMV agricultural land.
- Impact on wintering birds and biodiversity.
- 1000's of geese use the field.
- Detrimental impact on rural economy.
- Impact on agricultural jobs.
- Noise pollution and disturbance.
- Will do nothing for local economy.
- A 3-5 metre wide woodland belt to all boundaries of the field will be an uncharacteristic field boundary treatment and not relate to the pattern of shelter belts in the surrounding landscape
- There will be an alteration to key landscape features – perception of an undulating landscape and the texture and colour of the landscape – and the introduction of a feature which does not occur in The Fylde landscape character area. The Development site forms part of the landscape surrounding Ream Hills Caravan Park which is of value to guests. The scale of effect will be notable. Guests of the Caravan Park value the tranquil countryside and being situated amongst large tracts of farmland as part of their holiday experience. The Caravan Park guests and the residents of Ream Hills Farm are considered to be visual receptors most susceptible to change (high sensitivity). The proposed solar farm will be seen at relatively close range (less than 0.7km) from the viewpoints within the Caravan Park chosen of assessment resulting in a high magnitude of change. It is therefore considered that there will be major adverse long term change in the views experienced by guests of the Caravan Park and resident of Ream Hills Farm.

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|--|
| SP02 | Development in countryside areas |
| EP10 | Protection of important landscape and habitat features |
| EP11 | Building design & landscape character |
| EP12 | Conservation trees & woodland |
| EP14 | Landscaping of new developments |
| EP19 | Protected species |
| EP22 | Protection of agricultural land |
| SP09 | Diversification of rural economy |

Other Relevant Policy:

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

Site Constraints

Within countryside area

Environmental Impact Assessment

The development is of a type listed within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended. Officers have screened the development for any potential environmental impact and concluded that the application need not be accompanied by a formal Environmental Statement.

Comment and Analysis

The main issues to be considered when determining this application are:

Principle of the development/Renewable Energy/Loss of agricultural land/alternative site searches
Visual impact/Impact on landscape setting
Ecological issues.
Flooding and drainage
Highways issues
Other issues

Principle of the development/Renewable Energy/Alternative site search/Loss of agricultural land

The proposed development is outlined in the description of proposals section about and as a result of the amendments to the scheme would generate 5MW of electricity from solar energy, which is a renewable source. NPPF supports the increase in the use and supply of renewable and low carbon energy and requires local planning authorities to recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. In paragraph 98 of NPPF, Local Planning Authorities are advised to approve an application if its impacts are or can be made acceptable. NPPF states 'local planning authorities should: not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy' and there are no available local energy targets, therefore the scale of energy production proposed cannot be limited.

The site falls on agricultural land that is designated as countryside. Policy SP02 of the Adopted Local

Plan, allows development in the countryside for a limited number of exceptions stating;

In countryside areas, development will not be permitted except where proposals properly fall within one of the following categories:-

- that essentially required for the purposes of agriculture, horticulture or forestry; or other uses appropriate to a rural area, including those provided for in other policies of the plan which would help to diversify the rural economy and which accord with policy SP9;
- the rehabilitation and re-use of permanent and substantial buildings which are structurally sound, in line with policies SP5 and SP6;
- the re-use, refurbishment or redevelopment of large developed sites in line with policy SP7;
- minor extensions to existing residential and other buildings.
- 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 states that uses appropriate for a rural area should be permitted and therefore what needs to be considered is whether the development of the countryside for a solar farm is appropriate. There are no policies within the adopted Local Plan that refer specifically to solar farms but policy CL2 – Renewable and Low Carbon Energy Generation of the emerging Local Plan states that there is potential for small and medium sized renewable energy developments but these will be required to produce evidence to the satisfaction of the LPA that consider the following;

- a) Singular or cumulative impacts on landscape and townscape character and value;
- b) Impact on local residents (including noise, odour and visual amenity, such as flicker noise and shadow flicker);
- c) Ecological impact, including migration routes of protected bird species;
- d) Impacts on land resources, including agricultural land and areas of deep peat;
- e) Impacts on the historic environment and assets;
- f) Community, economic and environmental benefits of the proposal;
- g) Impacts on aviation and defence navigation systems and communications, particularly Blackpool International Airport, Warton Aerodrome and MOD Radio Inskip; and
- h) Impacts on highway safety and capacity from movements associated with the development.

This policy therefore considers the above issues need to be satisfied in order to be acceptable, and all are considered in the relevant sections of this report. The site is on agricultural land in the open countryside and the NPPF requires the intrinsic character and beauty of the countryside to be respected. The NPPG paragraph 13 requires Local Planning to encourage the effective use of land by focussing large scale solar farms on previously developed and non-agricultural land, provided that it is not of a high environmental value; where a proposal involves greenfield land, whether i) the proposed use of any agricultural land has been shown to be necessary and poorer quality land has been used in preference to higher quality land: and ii) the proposal allows for continued agricultural use where applicable and/or encourages biodiversity improvements around arrays. The NPPG states that a sequential assessment is only required for large scale development however it does not define 'large scale', however solar farms of 1MW or more are considered to be large scale.

Alternative site search

Therefore assessed against both National and Local Policy to be acceptable in principle it has to be demonstrated that it is necessary for this development to be provided in the countryside and not on

previously developed and non-agricultural land. Solar farms need relatively flat land that is free of buildings or landscape features that would cause significant overshadowing of the arrays and to that end open fields are perfect for them. Also important is the proximity to a National Grid substation that has the capacity to accommodate the connection.

The applicant has submitted a Sequential analysis study which outlines the process through which the site was selected. To be in accordance with NPPG the site search should demonstrate that there are no previously developed and non-agricultural land that can be used for the development. The discussion of scale should be the starting point for the search. The submitted documentation outlines that the specific site assessment process starts with a detailed desktop assessment of each potential site, assessing four critical criteria;

1. Technical suitability of the site for operating a solar PV system
 - Site size (minimum of 20 acres)
 - Irradiation (daylight) levels and potential energy yield
 - Orientation and topography
 - Access point
2. Grid connection feasibility
 - Availability of grid capacity
 - Proximity of nearest overhead line
 - Likely ease/difficulty of accessing grid connection point
3. Planning Issues
 - National and Local level designations (landscape, ecology, heritage)
 - Heritage assets (Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens)
 - Flood risk
 - Agricultural land grading
 - Neighbouring land uses
 - Potential visual receptors
4. Site Availability
 - Landlord willing to rent/sell land for a solar farm development

With this site being identified as being potentially suitable the Sequential Analysis Study was then carried out in accordance with the following stages;

- a) Definition of the study area;
- b) Consideration of connectivity to the electricity distribution network;
- c) Assessment to determine that the use of agricultural land is necessary with reference to: (a) Previously Developed Land; and (b) Commercial Roofspace;
- d) Assessment that there is no poorer quality land; and v) Assessment of continued agricultural use and/or biodiversity improvements.

The study area constituted a 10km radius from the application site and it was established a grid connection from the application site was possible. There is no guidance in the NPPG with regard to a reasonable search area, however the North West Economic Strategy sets a regional target of 8.5% of electricity to come from renewable sources. There is no reason why Fylde cannot in principle accommodate some form of renewable energy and it is therefore reasonable for developers to consider the Fylde for renewable developments. This approach has been accepted at planning appeals in other parts of the country, with it being found 'onerous and impractical' to prevent renewable developments in a specific area as it would require an applicant to assess every location within the district to prove that there was no better site". The assessment as to whether there is any vacant or PDL land suitable for large-scale solar photovoltaic development comprises a qualitative

assessment of local sites. The report finds that there is an absence of previously developed land of an equivalent size capable of producing a comparable MW output scheme as the application site and/or with any fewer environmental and physical constraints than the application site. Consideration of commercial roofspace found that there are no sites capable of delivering a comparable sized MW output scheme, notwithstanding the identified barriers to the deployment of large-sale commercial roofspace for solar panels. The report states that there are no potential alternative sites of any poorer agricultural land and subject to any less environmental or physical constraints however this assessment is based on Defra's published ALC maps. The application itself acknowledges that these are not sufficiently accurate to allow the full assessment of an individual site and hence an agricultural land study of the site has been submitted with the application which finds the site to be part grade 2 and part grade 3A. The SAS states that to undertake a soil sample study across all potential alternative sites within the study area would be unreasonable and disproportionate in terms of scale, timescale etc. Therefore stating that soil sampling asides the application site is beyond the scope of the assessment. Therefore the application in order to consider whether or not there are poorer quality sites available uses the Defra ALC and considers sites of grades 4 and 5. None of the sites graded as 4 or 5 were found to be available, deliverable and unconstrained. The application site however was found to be available and could viably be connected to the grid.

Loss of Agricultural land

The application has been submitted with an Agricultural Assessment report by Soil Environment Services Ltd. The classification methodology was an initial desktop investigation and on site field survey with samples taken and examined. The results found three different types of soil across the site and found that the site consists of 5.3 hectares of Grade 2 and 9.4 hectares of Grade 3a agricultural land. Therefore this application site constitutes very good and good quality agricultural land. The northern part of the site where the panels are to be located is mainly grade 3a, and the site to the south where the ecological mitigation is proposed is mainly Grade 2.

The Local Planning Authority has been presented with a number of solar farm applications in recent months and the loss of agricultural land is one of the negatives when allowing such developments. Other developments have been located on less valuable agricultural land which has reduced the negative impact of its loss. This site is regarded as BMV and, whilst the land could still be farmed, the range of viable agriculture would be severely restricted with the proposed grazing of sheep being a relatively poor use of BMV. Whilst the proposed development is said to be temporary, the proposed use would restrict the productivity of a substantial area of BMV, for a period of up to 35 years and this weighs significantly against the development. Paragraph 112 of the NPPF states that "Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use poorer quality land in preference to that of a higher quality". The Sequential Analysis study submitted with this application has given the reasoning why this site is suitable for this development and why it needs to be located on agricultural land because there is no brownfield land located in the district. However the study has not assessed other areas of agricultural land in the area which may be of lesser quality asides those in the Defra assessment. The NPPF as stated above directs LPA's to use poorer quality land in preference to higher quality land such as this application site. As the application submitted states; "It is emphasised that it is not a requirement to demonstrate that the Application site is the 'best' site, but that there are no significantly better sites taking into account consistency with the relevant policy and the physical, environmental, economic and planning viability constraints'. The experience of this authority in dealing with solar farm applications is that there is worse quality land in the Borough and therefore it would be justified to refuse this application because of the loss of BMV land.

Principle of the development - summary

Solar farms have to be accommodated in locations where the technology is viable, i.e. sites that are large enough, relatively flat and not overshadowed, therefore making the countryside a suitable location for the technology. However, National policy aims to direct such development to previously developed and non-agricultural land before the consideration of greenfield sites, through a sequential test approach. As the applicant has demonstrated that there are no suitable sites for a viable solar farm on previously developed land or non-agricultural land in the area, the development is considered to be acceptable in principle in a countryside location. The applicant has not demonstrated that the proposal would use poorer quality agricultural land in preference to higher quality and would although the proposal would allow for the continued agricultural use of the land and biodiversity improvements around arrays the productivity of this land would be severely restricted as a result of the development. The site is considered to be in a sustainable location for the use proposed, being approximately 2km from a main A-road and therefore accessible during the construction period and for maintenance, but this would not outweigh the harm caused by the reduction in productivity of this area of BMV. The applicant's case for allowing this development is that there are other sites with similar features but there are no worse. However assessment of the site with regard to the agricultural land quality would suggest that there are other sites which are not BMV which could be used for this development.

NPPG states 'that solar farms are normally temporary structures and planning conditions can be used to ensure that the installations are removed when no longer in use and the land is restored to its previous use.' It is proposed that the development would be in place for 25 years, then the land be restored back to its current agricultural use. A condition could be added that no development commences until a decommissioning method statement has been submitted and approved by the local planning authority. The statement would include the timing for decommissioning of all, or part of the solar farm if it ceases to be operational (or upon expiry of the time period of a temporary planning permission), along with the measures, and a timetable for their completion, to secure the removal of the panels, fencing and equipment, and restoration of the site, including how resources would be secured for decommissioning and restoration at a later date. Such a condition could ensure the restoration of the site to agricultural land.

Whilst the NPPG and NPPF both seek to ensure the safeguarding of the best and most versatile agricultural land neither places a bar on its use. Paragraph 112 of the Framework says that the economic and other benefits of the best and most versatile agricultural land should be taken into account and where development of agricultural land is shown to be necessary, areas of poorer quality land should be used in preference to that of high quality. The NPPG says that where a proposal involves greenfield land, factors to consider include whether the use of agricultural land has been shown to be necessary and poorer quality land has been used in preference to higher quality land and, where applicable, the proposal allows for continued agricultural use. As there are substantial areas of grade 3b and grade 4 land across the borough, it is considered that the proposal is contrary to the provisions of national policy guidance and policy E22 of the FBLP.

Visual impact/impact on the character of the area

Because of their need to be located where the technology is viable solar farms generally take up large sites which are relatively flat and open and consequently their visual impact can be significant. The development of solar farms in rural locations have the potential to have a detrimental impact on the character and appearance of an area. The NPPG (2014) states 'the deployment of large-scale solar farms can have a negative impact on the rural environment, particularly in undulating landscapes. However, the visual impact of a well-planned and well-screened solar farm can be

properly addressed within the landscape if planned sensitively'. The particular factors advised by NPPG to be considered include the proposal's visual impact, effect on the landscape of glint and glare, the need for security measures such as light and fencing and the impact on heritage assets. Also, the potential to mitigate landscape and visual impacts needs to be considered.

The NPPF states that the intrinsic character and beauty of the countryside should be recognised. The site is not in an area designated for its landscape quality (AONB for example). The site falls within National Character Area 32 Lancashire and Amounderness Plain (2011). The landscape is described as a relatively flat and gently rolling plain broken by isolated hills, and a large scale agricultural landscape with a patchwork of arable fields and blocks of wind sculptured mixed woodland. More detailed descriptions of landscape character types and landscape character areas are provided in the Lancashire Landscape Strategy. The development lies within the Coastal Plain (15), which is described as gently undulating or flat lowland farmland. The development is located within the Fylde landscape character area (15d), which the Lancashire Landscape Strategy describes as comprising gently undulating farmland. 'The field size is large and field boundaries are low clipped hawthorn, although hedgerow loss is extensive. Blocks of woodland are characteristic, frequently planted for shelter and/or shooting and views of the Bowland Fells are frequent between blocks. There are many man-made elements; electricity pylons, communication masts and road traffic are all highly visible in the flat landscape. In addition, views of Blackpool Tower, the Pleasure Beach rides and industry outside Blackpool are visible on a clear day'. Within the Fylde Borough Green Infrastructure Strategy the site is within the Fylde Coastal Plain and described as 'predominately lowland agricultural plain characterised by large arable fields whose generally poor drainage results in ponds that provide important wildlife habitats. Shelter belts of trees and estate woodland and modern societal infrastructure such as telecommunication masts, electricity pylons, roads and railtracks are all highly visible in the Boroughs flat landscape'.

The application site itself consists of 15.45 hectares of low lying undulating agricultural farm land containing ponds, with native hedgerows and sporadic trees forming the site boundaries. These hedgerows vary in height but are particularly low or absent along a 100m stretch in the north east corner of the site and along the east of the site adjacent to Mythop Road. There are also significant gaps in parts of the hedgerows and on the southern half of the western boundary is Mythop Moss Wood. Mythop road connects Weeton to the east with Staining and Blackpool to the west and north west. To the south of the site is Ream Hills Farm, caravan park and wakeboarding centre. Between this site and the application site is a recently constructed earth bund south of the drain which runs parallel with the application site southern boundary. The rest of the site is surrounded by agricultural fields and intermittent residential dwellings, the nearest of which are Mythop Hall cottages which are located directly to the east of the site. In terms of topography the site undulates, with the highest points located in the north west corner of the site at approximately 14.8mAOD, the site then slopes to the south with the land adjacent the boundary between the two fields ranging from 7.73mAOD at the western boundary and 4.43mAOD in the middle of the field. The southern field is low lying, approximately 5mAOD at the north and 3mAOD to the south.

The site therefore slopes from north to south with a high point in the north west of the site. The landscape character of the wider area is low lying and undulating fields within which hedgerow and hedge trees and small strips of woodland are prevalent. There are scattered farmsteads and roadside dwellings across the landscape with clusters of residential development alongside Mythop Road leading up to Weeton to the east, and Mythop to the west. It is considered that the site sits in with the Fylde landscape character of undulating agricultural fields surrounded by key landscape elements of large enclosed irregular shaped fields, with hedges, trees and ditches. The site can be viewed from various points in the surrounding area, predominately by users of Mythop Road from the east and north, from the residential dwellings to the east and from the access road to Ream Hill

Farm to the south. When views are not obstructed by buildings etc the submitted visual impact assessment and its zone of theoretical visibility state the site could be viewed from within 2km to 3km away, largely to the north south and east of the site.

Proposal

The proposal will introduce 2.5m high solar panels laid out in arrays facing south, as access track through the middle of the site, substations inverters, transformers, a storage shed, toilet, security cameras and communications room into this area of countryside in the Fylde landscape character area, that is currently undeveloped and open. The site comprises open fields divided by boundary hedgerows. The current field pattern would be retained with the retention of existing hedgerows. Tree belts with shrubs are proposed along the boundaries of the proposed solar farm as well as the native hedgerow infill planting where there are gaps or the hedgerows are thin. The 2m deer fencing proposed is to be located on the inside of the tree and hedgerow planting and is considered to be agricultural in appearance with post and netting, however, at 2m high would not be of an appearance typical of this rural area. The DNO substation would be 4.4m high, the inverter stations 2.9m high, the communications building would be 2.5m high, storage building 2.6m high and toilet 3.03m high, these would be located predominantly to the north of the arrays and these would be visible in a similar way to the solar panels, with the bulk of these buildings adjacent to the northern boundary of the site. Nine CCTV cameras on 3m high poles will be located around periphery of the site.

Mitigation

In order to mitigate the visual impact of the proposal the application proposes native hedgerows planted and maintained at 2.5 to 3m high to infill gaps in the existing hedgerows, the planting of a 5 m tree and shrub belt to the north, east and west of the site and a 8 to 10m wide belt to the south of the site between the two fields. The buildings within the site will not be specifically screened and those to the north of the site will be located adjacent to an area of open space within the field. This mitigation if the development were to be found acceptable would have to be provided and retained through a planning condition, which would include provision of suitable plant, tree and hedgerow species.

Applicants landscape appraisal

The landscape and visual assessment submitted with the application assesses the visual impact of the proposal from different viewpoints to determine the effects of the development in relation to the existing landscape character of the site. It establishes baseline conditions giving the site high, medium or low landscape character, finding the site has a medium sensitivity to change, and that the value of the landscape is considered medium. The criteria for sensitivity depends on the visual receptors, for example residential properties and PROWs are highly sensitive to change. It states that on completion that the development would bring about a high magnitude of change to the site itself but for the wider landscape there would be a negligible magnitude of change and as such there would be negligible adverse scale of effect on the landscape character in the short term. When the panels themselves are removed the planting would remain which would be a negligible long term benefit of the scheme. 13 viewpoints have been assessed to consider views of the site long, medium and short term views with differing impacts. The long term views were found to have negligible impact in year 1 but no effect in year 5 when the proposed mitigation had developed and grown. Eight medium range views were considered, these were taken from 7 PROWs and first floor residential dwelling. In year 1 these were found to have moderate or minor significant effect, which were reduced to Minor, no effect or negligible in year 5.

Four viewpoints were taken from short range views, taken from public rights of way, the highway and the first floor of a residential dwellings, these were found to have Minor, Major and Negligible impact in year 1 and minor and negligible impact in year 5. The submitted landscape assessment then concludes;

“The Proposed Development would include the retention of the existing field boundary hedgerows and trees, reinforced with additional shelterbelt planting. This would limit the effects of the Proposed Development on local and wider landscape character and it is therefore considered that the effect on landscape character would not be significant. The majority of the existing landscape features on the Application Site would be retained and integrated into the Proposed Development. The limited loss of shrubs and trees that would be due access routes would be mitigated for by new planting on the boundaries of the Application Site. The addition of wildflower seeding to perimeter sections of the Application Site would also add to a net beneficial effect on landscape features and elements. Retained existing peripheral vegetation, together with layers of field hedgerows and trees in the surrounding landscape, allows extremely limited inter-visibility of the Application Site beyond 1.5 – 2km from the boundary. Views from the north and west are restricted by the intervening topography and vegetation associated with the mature vegetation around Mythop. Views from the south west are restricted by the mature vegetation close to the Application Site boundaries. Views from limited locations along PRow footpaths to the east and south east are not considered significant after Year 1, and after the establishment of mitigation planting after Year 5, any residual effect is considered congruous with the existing landscape composition. With regard to first floor views from residential properties to the east and south east of the Application Site, as well as properties within Mythop, the overall scale of effect is not considered significant. However properties such as Mythop Cottages may have significant scale of effect from first floor locations before the establishment of the shelterbelt mitigation planting. The proposed mitigation would after establishment, effectively obscure views from the Mythop road and any residual visibility would be glimpsed and largely filtered by perimeter mitigation planting. Overall it is considered that the Proposed Development would not result in any significant visual effects. However any visual change would reduce over time with the establishment of mitigation planting and the hedgerow management. The Cumulative Assessment demonstrates that there would be cumulative effect but no significant cumulative effects resulting from the Proposed Development, when considered in the context of other Solar Parks within the study area. In summary, the Proposed Development is considered to be appropriate to the setting and landscape character of the Application Site and offers suitable landscape mitigation measures in terms of visual amenity.”

Your officers do not agree with this conclusion. Officers consider that the development will bring an alien incongruous development into an undulating rural agricultural landscape setting which would have a detrimental impact on the character of the area as well as having a significant and harmful visual impact to the surrounding area.

Officer's assessment of visual impact/character of area

It is considered that the site is part of an undulating landscape of intrinsic character and beauty, that the NPPF states is one of its core planning principles that should be taken account of when determining planning applications. The landscape is formed gently rolling agricultural fields forming an ever changing sets of views, vistas and panoramas. The landscape in this area is defined by open farmed fields, small settlements and villages, farmsteads and woodlands. Despite the presence of manmade features in the wider area such as the M55 motorway and overhead electricity pylons this very rural landscape retains a sense of tranquillity which means the potential impact of developments such as the one proposed is severe.

The impact of the development will be felt closest to the site and whilst the mitigation proposed will reduce the impact somewhat it is considered that because of the proposed coverage of the arrays and associated infrastructure over the site the visual impact will be adverse, having a significant impact on the rural character of the landscape and open countryside. The land slopes upwards from south to north with the site rising approximately 7m from the southern point of the arrays to the northern point over a distance of approximately 270, which in the context of the site is significant. Therefore with the arrays being 2.5m high the top of the arrays will be 9.5m higher than the existing ground level at the southern part of the site where the arrays will be located.

This means the site will be widely visible from the southern part of the public highway to the east. Further to the south the land declines in level even further. The applicant's state that the mitigation proposed will mean that the short view of the site from Mythop Road to the south east would experience a medium magnitude of change which will be reduced to negligible by year 5 because of the mitigation proposed. The planting may be partly successful but the installation will still be a dominant feature of the landscape when viewed from the south. From various points on the public highway the application site would be clearly visible and the installation would appear totally at odds with the rural farmed character of the landscape. It would add a very large alien feature that would be incongruous with the otherwise open and undeveloped appearance of the area. A viewpoint has not been provided directly east of the solar panels however views of the panels would be most prominent here because of the low level broken hedgerows and also from the residential properties known as Mythop Hall Cottages. With the solar panels at this point only approximately 10m from the highway and the front elevations of the dwellings approximately 30m from the nearest panel these dwellings would have a clear unobscured view of the field and arrays. This change in outlook is significant and whilst one has to leave the public highway and enter private land to appreciate the impact the installation will be glimpsed from this location when passing on the highway and the full effect of these views would be a constant feature for the occupiers of these dwellings whose outlook would become dominated by the development. The proposed tree belt would do little to mitigate these views and would itself appear out of character in the landscape.

From the north travelling from the west the arrays will be viewed relatively transiently until arriving at the north east corner of the site and the long bend along Mythop Road. This viewpoint from the north of the application site looking south will clearly see the back of the rows of arrays. The land here is higher than the application site itself, this does not however make the site less visually intrusive as it means the site will be looked down upon from these positions consequently the development would appear highly intrusive in the landscape, in the foreground of the wider panorama.

From the south the solar arrays will be particularly prominent when viewed from the access road to Reams Hill Farm, Caravan Park and Wakeboarding Centre which is elevated above the ground level directly to its north. The 7m difference in land levels of the undulating field is most apparent from this point and the front elevation of the panels would appear as a large mass of incongruous development which would severely impact upon this viewpoint and from various points within the caravan park which is a sensitive visual receptor. Guests of the Caravan Park will value the tranquil countryside and being situated amongst large tracts of farmland as part of their holiday experience. The Caravan Park guests and the residents of Ream Hills Farm are considered to be visual receptors most susceptible to change (high sensitivity). The proposed solar farm will be seen at relatively close range (less than 0.7km) from the viewpoints within the Caravan Park chosen of assessment resulting in a high magnitude of change. It is therefore considered that there will be major adverse long term change in the views experienced by guests of the Caravan Park and resident of Ream Hills Farm.

From the west are probably the most restricted and this is shown on the applicant's zone of theoretical visibility plan, this is due to existing vegetation and built development. It would still be visible however from some viewpoints where the land is elevated.

In considering all of these matters it is considered that the development would have a significant adverse visual impact on the landscape character of the area and would come to be a dominant and ever present feature of life in this area for the next 35 years. The scale of the development means the proposal cannot fail to have a visual impact and overall this is considered to be unacceptable, the views of the site are discussed above and it is considered that the solid structure of the arrays and associated infrastructure would form a strong physical presence of industrial appearance which would change the character of the rural field in which they are located. The development would be visible at close and medium range, and whilst the hedges and trees proposed would mitigate some views this would take time. Furthermore, due to the undulating nature and change in height of the field when viewed from the surrounding land means that in some locations the existing hedges would have to grow significantly before effective screening can take place. Views to the site from elevated land, would also not be screened and the site would still be visible from both short and wider views and would clearly be seen as a manmade intrusion into the rural landscape that would be an alien and incongruous mass of metal structures out of character to the area. The mitigation proposed particularly to the southern boundary would unnaturally enclose an open agricultural field, which in normal circumstances would not be required to be screened and given the significant size of the site that the development would require to screen would be out of character to the area. The NPPG states that with appropriate The DCLG guidance states that with effective screening and appropriate land topography the area of the zone of visual influence of ground mounted solar panels could be zero. In this case having regard to the character of the topography that would not be the case, the harm to the character and appearance of the area would be significant.

Summary of visual impact assessment

The proposal would cover a large prominent area of countryside with manmade infrastructure that would appear alien and incongruous development into an undulating rural agricultural landscape setting which would have a detrimental impact on the character of the area resulting in substantial damage to the local landscape. Whilst the proposal is for a temporary period and the development 35 years is a significant period of time, and the effects of the development on the character and appearance of the landscape during that period of time remains a key issue to be weighed against the contribution of the scheme to the national strategy on low carbon energy. It is officer's opinion that the scale of harm in this location is such that it would not be outweighed by the wider benefits of renewable energy provision.

Ecological issues

Ecology

The third bullet point to paragraph 109 of the NPPF indicates that the planning system should contribute to and enhance the natural and local environment by: Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 118 of the NPPF states that, when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following (relevant) principles: If significant harm resulting from a development cannot be avoided (through locating on

an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Opportunities to incorporate biodiversity in and around developments should be encouraged.

FBLP policy EP19 identifies that development which would have an adverse impact upon species specifically protected under schedules 1, 5 or 8 of the wildlife and countryside act 1981, (as amended) or their habitats will not be permitted.

In addition, criterion (c) of policy CL3 to the emerging Local Plan requires that schemes for renewable energy development should consider their ecological impact on bats and on the migration routes of protected bird species.

The applicants have submitted an ecological appraisal and extended phase 1 habitat survey of the site. Natural England and GMEU have made comments on the scheme with regard to ecology. Natural England have only commented on wintering birds and not protected species. GMEU state that the ecology surveys and appraisals have been undertaken by suitably qualified consultants and are to appropriate and proportionate standards. They state that the application site is not within a site designated for its nature conservation value but is relatively close to sites designated for their importance to birds.

Protected species

The ecological assessment and habitat survey found that the application site comprises two adjacent improved agricultural grassland fields, bound by defunct species-poor hedgerows and post and wire fencing. Part of the western application site boundary is bordered by a linear pocket of semi-natural broadleaved woodland (woodland W1, Mythop Moss Wood). The canopy comprises mature beech *Fagus sylvatica*, ash *Fraxinus excelsior*, sycamore *Acer pseudoplatanus* and oak *Quercus* sp. with an understorey of bramble *Rubus* sp. and bracken *Pteridium aquilinum*. No ponds were located within the application site.

The nearest records of bats are located within a 2km radius of the application site with the open intensively managed agricultural fields offer limited opportunities as foraging habitat for the majority of bat species and provide little shelter. The greatest potential for foraging is offered by the woodland to the north of the site. Several trees within this woodland also have potential to support bat roosts. This is not, however, true of any features within the site (including the species poor hedgerows). There are no records of badgers within or surrounding the site. No badger setts or other signs of presence were recorded during the survey. No records of otter or water vole were returned for the site. The closest record is 3km away. The ditch to the south of the site provides some suitable habitat for water vole. The closest record of Great Crested Newt (GCN) is 220m from the site. No ponds are present within the site itself, though a pond was located on adjacent land and a small number of ponds were located within 250m of the site. All surveyed ponds were considered of poor suitability for GCN. The arable fields within the application site are considered to offer habitat of low interest for amphibians. However the hedgerows, scrub and woodland along the field boundaries offer refuge for amphibians and the wet ditches could be used by small numbers of common amphibians. The intensively managed arable land within the application site provides sub-optimal habitat for reptiles and poor habitat for most invertebrate species.

Compensation for habitat losses and mitigation for species disturbance have been put forward in the 'Cask Farm Biodiversity Management Plan' and include –

- Planting and 'gapping-up' hedgerows at the site boundaries

- Leaving margins of conservation grassland around the site boundaries
- Managing the grassland in between rows of solar panels in ways that are more sympathetic to wildlife
- Erecting fences around the site that will deter disturbance and some predators

Wintering Birds

The site is located in an area known to be used by Wintering Birds. The ecological appraisal looked at existing records of birds as well as undertaking on site surveys. The application was supported by wintering bird surveys and additional detail has been provided at the request of Natural England, this provides details of the location of the birds and their activities. This was undertaken between October 2014 and March 2015, primarily to record the use of the application site by non-breeding waterbirds with particular focus on those species associated with nearby designated sites for nature conservation. The ES states that six SPA bird species are considered to be significantly affected during the construction phase Bewick's swan, Whooper swan, Pink-Footed Goose (PFG), Teal, Pintail and Black-tailed godwit. However at operational phase only PFG are considered to be significant. The 12 surveys over the winter period found a single observation of pink-footed geese within the northern extent of the application site and varying flocks of teal and mallard within the ditch running along the southern application site boundary. Droppings indicative of geese activity were also recorded within the southern extent of the application site during both surveys undertaken in January 2015. No further observations of pink footed-geese within the application site or signs indicative of recent presence were recorded subsequently in February or March. Additional observations of pink-footed geese were restricted to small numbers of birds in flight over the survey area and a foraging flock within Field 26 (260 birds) just to the north of the application site. Three observations of whooper swan were made during field surveys comprising two counts of foraging flocks within Field 9 (six and 16 birds) and Field 8 (single bird) just to the south of the application site, within Ream Hills Farm.

Compensation for the displacement of these birds has been proposed and this is described in Appendix 1 of the Biodiversity Management Plan. It involves the establishment of a more attractive (better managed) area for birds to the south of the fields being used for the solar array but under the control of the applicant/owner. The most important element of the compensation being offered is the supply of supplementary winter feeding on this part of the site. GMEU recommend that if this approach is to be adopted a local independent wildlife group, bird group or independent consultancy should be required to be involved in formal, regular monitoring of the site (at least 4 x a year). The results of the monitoring should be used to ensure that the supplementary winter feeding is taking place and is being effective. If the S106 agreement to ensure this takes place can be made to work and is enforceable, then, taken together with the other proposed site-based habitat enhancement measures and mitigation measures for possible harm that may be caused to other species then GMEU have no overall objections to the application on nature conservation grounds.

With regard to the report submitted Natural England have responded stating that the site is in close proximity to a number of sites including SSSI and SPA's which constitute European designations and are protected by the habitats regulations. And following receipt of the additional information have submitted additional representations stating that *"We noted in our previous response that your authority has not provided a Habitat Regulations Assessment (HRA). The information provided has indirectly determined the project has resulted in Likely Significant Effect (LSE) alone. It is the responsibility of your authority to produce a HRA. The HRA could either be prepared by any internal/retained ecological support, or by the applicant's ecological consultants (i.e. a shadow HRA), whereby your authority could adopt this as your own should you consider it to be sufficiently robust. We are not in a position to offer any further advice until a HRA has been prepared, although we can confirm*

that we do not consider the presence of a large single flock of PFG on one occasion to result in Likely Significant Effect (LSE) alone. This advice is congruent with the advice offered for a similar proposal at Staining Wood (15/0337), where the surveys undertaken show a similar scenario. Assuming that your authority is in agreement with Natural England that this proposal would not result in LSE alone, the application needs to be assessed for LSE in combination. Following the LSE assessment in combination, it could be realised that there is no LSE either alone or in combination, in which case there would be no need to go into the next steps (i.e. Appropriate Assessment (AA)) and hence no mitigation would be required. In this instance we would however be supportive of any environmental enhancements that the applicant is willing to offer."

Therefore, it is considered that the mitigation measures outlined in the ecology survey and BMP satisfactorily demonstrate that the development can take place without harming valuable habitats or adversely affecting the favourable conservation status of protected species. Significant biodiversity enhancements would also be delivered as part of the development. The proposal is therefore in accordance with the objectives of FBLP policy EP19 and the NPPF, and appropriate conditions could be used in order to secure the implementation of the mitigation measures recommended in the supporting ecology reports through the provision of an Environmental Management Plan which demonstrates compliance with these principles. A section 106 agreement will also be required to ensure the delivery of the alternative area for the birds.

Whilst Natural England consider that the development's site-specific impacts can be satisfactorily mitigated, they have advised that the LPA is required to undertake a Habitat Regulations Assessment (HRA) in accordance with Regulations 61 and 62 of the Conservation of Habitats and Species Regulations 2010. As the proposal is not necessary for the management of a European Site, the purpose of the HRA is to determine whether the proposal is likely to have a significant effect on any European site, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out. As the HRA is to be based on information provided by the applicant, a shadow HRA (including an Appropriate Assessment) in order to allow the LPA to undertake the HRA will be submitted by the applicant and considered by Natural England. Therefore it members of the committee resolve to grant planning permission subject to the subsequent preparation of a HRA to the satisfaction of Natural England. The preparation of the HRA is to be delegated to the Head of Planning and Regeneration to be undertaken in consultation with Natural England before any decision can be issued.

Flooding and drainage

The application site is located in flood zone 1, but because of the size of the site the application has been submitted with a Flood Risk assessment. This assessment outlines the existing drainage of the site, the effects of the proposed development and the proposed drainage strategy. The FRA predicts an additional volume of rainfall runoff of 22 cubic metres in a storm event. The proposed strategy is that SUDs will be incorporated into the development, with trackside and boundary swales proposed to attenuate the additional runoff and be designed so that the flow does not go onto third party land. It states that the preferred method of disposal of water collected by the swales would be infiltration however the viability of this needs to be established by soakaway testing. If it does prove unviable then runoff would be discharged from the swales at greenfield rates to the Main drain. United Utilities, the Environment Agency and LCC LLFA have been consulted on this application. UU have no objections but bring attention to a large diameter trunk main that crosses the site stating that an access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipe will be require to be retained. The EA also have no objections but state that the red edge on the southern boundary of the site follows the Mythop Main Drain, they state that the FRA states that if infiltration is unviable discharge will be into this main drain and that this would require

the consent of the EA and LCC and that as it is a 'main river' no structures can be placed within 8m of it. LCC have commented that they advise against discharging into a surface water body if ground infiltration is viable, this is in accordance with the hierarchy of sustainable drainage options provided in the NPPF. However, if the applicant finds it necessary to discharge into the Main Drain (main river) following a failed soakaway test this will require consent from the Environment Agency. They have no objections but ask for a condition that requires full surface water drainage details to be submitted, which would include details of how the run-off rates will not exceed the existing greenfield rates, how pollution will be avoided and evidence of the assessment of ground conditions including site investigation infiltration rates. They also require a condition which requires submission of details of the management and maintenance of the drainage solution. With these conditions in place it is considered that there are no drainage issues with the application.

Other issues

Highways issues

The application has been submitted with an Access Study for potential construction traffic routes for the development proposed. The report considers two access routes finding the preferred route to be along the M55 to junction 4, then along the A583 for 940 metres before turning right onto Mythop Road, travelling 1.9km to the application site.

The views of LCC Highways at the time of writing the report are yet to be received, but it is not anticipated that they will offer any objections. There is limited highway impacts associated with solar farms with the main impact being during the construction phase. The application has been submitted with a Transport statement. A Construction Traffic Management Plan will be prepared as a condition of any planning permission. This will manage all vehicle movements associated with the construction of the solar park. It will include, but not be limited to, the following:

- Route for construction vehicles;
- Traffic management measures such as the proposed Construction Warning signage;
- Restrictions to delivery periods, if required; and
- Wheel washing if deemed necessary.

It is not considered that this development would have an impact on highway safety or capacity. The views of the highways officer will be reported to members via the late observations sheet and the conditions confirmed.

Residential amenity

Some residents surrounding the site will be able to see the development and the proposals visual impact is considered above. In terms of other potential impacts from noise and glint and glare the Council's Environmental Health Officer has considered the submitted information with in relation to noise which states that a maximum noise level of 35dBa is not exceeded at the site boundary and has commented that he has no objections subject to a noise assessment being submitted to the LPA together with any mitigation measures should the assessment find that levels may be 'significant'. It may be necessary to enclose the units similar to electricity substations to prevent noise escape. He also requests that a glint and glare study be carried out and the results forwarded to the LPA authority for consideration. It is not considered that the development will have an unacceptable impact on neighbours because of the angle of the solar panels in relation to the dwellings windows however this condition can be placed on any permission granted to ensure that this is the case, and any mitigation required is implemented. It is considered that with appropriate conditions in place

that the amenity of surrounding dwellings can be protected.

Archaeology and historical assets

The application has been submitted with an historic environment desk-based assessment which LCC Archaeology commented on. The applicants subsequently submitted a written scheme of investigation which LCC archaeology have considered and agreed as appropriate. There are therefore no issues with this element of the application.

Conclusions

The application proposes the development of a solar farm, with associated infrastructure and equipment on agricultural land at Cask Farm, Mythop Road, Weeton. It is considered that the principle of the development is acceptable in light of the support for renewable energies in NPPF and that the development has been assessed to pass the test that there are no suitable sites for the development on brownfield or non-agricultural land. However it is considered that the loss of 15.45 hectares of best and most versatile agricultural land, which constitutes the whole of the application site is not acceptable

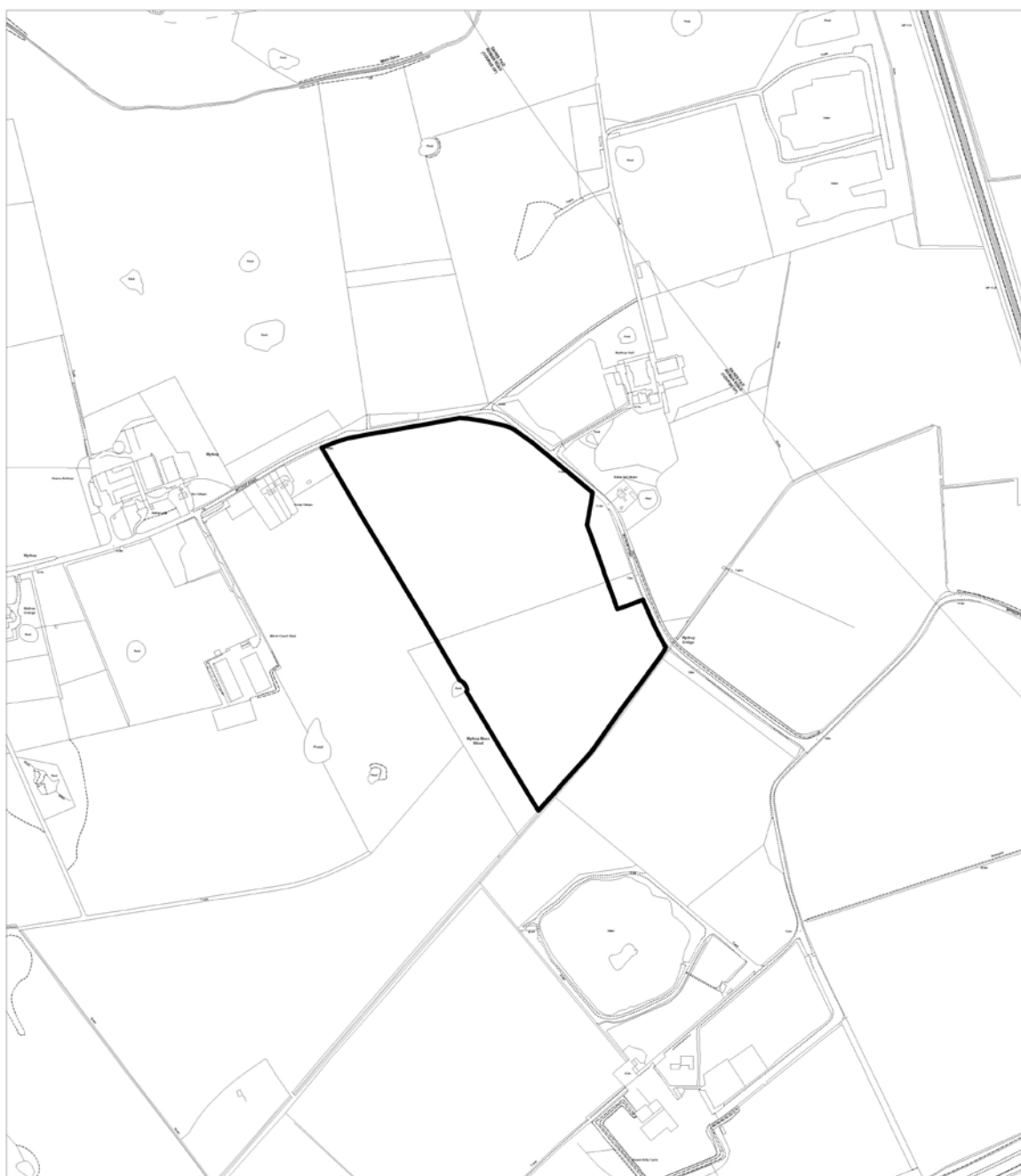
There would not be an unacceptable impact on residential amenity in terms of light, overlooking or noise and disturbance. The impact of the development on the highways network during and post construction is considered to be acceptable without unacceptable traffic generation or risk to highway safety. Visually, it has been assessed that the development would have significant impacts on the local landscape character. Whilst this landscape is not designated for its special landscape quality it is considered that due to the scale and site area of the development, the incongruous industrial nature of the development proposed that it would cause unacceptable landscape harm. Views to the site from various points would be unacceptably impacted upon, users of the highway would experience a loss of amenity. There would be harm to the visual amenity of the residents in the properties that are close to the site and overlook it, with their views changed from that of open fields to views of a solar farm.

Overall, the visual harm to be experienced has to be balanced against the gain of a renewable energy source and rural diversification. NPPF encourages the development of renewable energy and aims to increase the use and supply of renewable energy and should be afforded significant weight. However it is considered that the substantial and demonstrable harm and unacceptable visual impact to be experienced to the local landscape, residential properties, Public Rights of Way and the impact on the setting of Wrea Green is of great significance and its harm outweighs any benefit experienced by way of renewable energy. Furthermore, the proposal would not be likely to result in economic benefits to the locality, the development of a solar farm is not likely to attract visitors to the area and the benefits will be to the developer/land owner only and not to the wider community. It would also result in potential environmental harm. As such, having regard to the NPPF, it is not considered to be sustainable development and therefore the presumption in favour set out in the NPPF does not apply. The adverse impacts of the proposal would outweigh the benefits and the proposal is considered to be unacceptable having regard to the NPPF. The proposal is therefore recommended for refusal.

Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposed development by reason of its scale, form and siting would have a significant detrimental visual impact on the landscape character of the area. The installation would appear as a large stark industrial feature in an otherwise gently rolling rural landscape and so is at odds with the established character of the area. This incongruous proposal would be highly visible from a number of receptors both wide and localised which combine to make the development a very dominant feature in the local landscape. As such, it is considered that the open landscape character of the area and natural environment would be harmed, to the detriment of the enjoyment of the countryside by all users and the impact on the local community is not outweighed by the wider environmental benefits that may be realised by the proposal. The proposal is, therefore, contrary to Policy SP2, EP10 and EP11 of the Fylde Borough Local Plan and guidance contained within the National Planning Policy Framework, specifically paragraphs 17, 109, and 113.
2. The proposed solar farm would occupy a significant area of best and most versatile agricultural land with 5.3 hectares of the application site being classified as Grade 2 agricultural land and 9.4 hectares being classified as Grade 3a. The nature of the development and the length of time that it will be present on the site is such that it will not be available for productive agricultural use during that time and so will not function as best and most versatile land. The applicant has not demonstrated that there is an overriding need for the solar farm to occupy such a significant area of best and most versatile agricultural land in the borough and so the proposal is contrary to Policy EP22 of the Fylde Borough Local Plan and guidance in para 112 of the NPPG with which that policy is consistent.
3. The proposed development of 15.45 hectares of solar panels and associated infrastructure would result in substantial harm to the character of the countryside by virtue of the scale and pattern of development in this rural area. The development would lack any relationship with existing development and would have a detrimental impact that is out of keeping and does not respect the form, character and setting of the locality contrary to Fylde Borough Local Plan policies EP10 and EP11 and guidance contained within the National Planning Policy Framework, specifically paragraphs 17, 109, and 113.



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|---------------------------------------|---|---|--------------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0406 | Address Cask Farm, Mythop Road, Weeton | Grid Ref. E.3366 : N.4347 | Scale 0 40 80 120 160 m |

Item Number: 7

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|--------------------------|
| Application Reference: | 15/0432 | Type of Application: | Full Planning Permission |
| Applicant: | Mr Singh | Agent : | Homeplan Designs |
| Location: | WREA GREEN POST OFFICE, THE GREEN, WREA GREEN, PRESTON, PR4 2NE | | |
| Proposal: | PROPOSED REPLACEMENT OF SHOP WINDOWS AND DOOR AND FORMATION OF DISABLED RAMP TO SHOP ENTRANCE | | |
| Parish: | RIBBY WITH WREA | Area Team: | Area Team 1 |
| Weeks on Hand: | 12 | Case Officer: | Alan Pinder |
| Reason for Delay: | Need to determine at Committee | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

This application relates to the existing general store and post office that is located just off The Green in the centre of Wrea Green. The building is a two storey brick built property with storage area to the rear and is located within the village Conservation Area.

The proposal seeks planning permission to replace the existing painted timber framed shop front with a reconfigured upvc framed shop front, and for the formation of a disabled access ramp together with handrail across the front. The replacement shop front is considered to be a visual improvement to the existing and to accord with the aims of both policy EP3 and EP8 of the Fylde Borough Local Plan. In terms of visual impact the proposed disabled access is in keeping with proposed new shop front and hence accords with the aims of policy EP8. Members are recommended to approve the application subject to a condition requiring the submission and approval of a detailed specification for the replacement window frame and entrance door.

Reason for Reporting to Committee

The Parish Council has raised objection to the application and so the officer recommendation for permission to be granted requires that the decision is made by the Development Management Committee.

Site Description and Location

The application site is the Spar Convenience store located centrally within Wrea Green, at the north eastern corner of The Green. The store is within Wrea Green's conservation area and has residential properties neighbouring to both sides and to the rear.

Details of Proposal

Planning permission is sought for the replacement of the shopfront and installation of an access

ramp.

The existing shopfront has a door to the left hand side with glazing across the remaining width split into two timber frames above an artificial stone wall. The proposal is to retain the door position and wall and replace the two timber framed windows with three upvc framed windows to cover the same combined size. The door is also to be replaced with upvc but not altered in style or location

The entrance door has two steps up from forecourt level and the proposal includes a ramp that runs across the front of the shop to provide a level access to the store with the steps repositioned to the front of that. This ramp is to be provided with a metal hooped handrail.

An indicative sample of the proposed upvc frame to be used has been submitted with the application.

Relevant Planning History

| Application No. | Development | Decision | Date |
|------------------------|--|-----------------|-------------|
| 97/0587 | NEW SHOP FRONT | Granted | 10/09/1997 |
| 97/0559 | ADVERTISEMENT CONSENT FOR AMENITIES SIGN & PROJECTING SIGN, ALL NON-ILLUMINATED | Granted | 10/09/1997 |
| 89/0858 | REMOVAL OF FASCIA SIGN AND FLAT ROOF TO FRONT BAY AND RENEW WITH SLATED PITCHED ROOF | Granted | 06/12/1989 |
| 88/0276 | EXTENSION TO SIDE | Granted | 07/09/1988 |
| 87/0730 | EXTENSION TO PREMISES | Refused | 27/01/1988 |
| 74/0740 | GARAGE EXTENSION. | Refused | 22/01/1975 |
| 75/0810 | EXTENSION TO PROVIDE GARAGE WITH A NOTICE/DISPLAY WINDOW. | Refused | 26/11/1975 |
| 79/0896 | CAR PORT AND SIDE SCREEN. | Granted | 14/11/1979 |
| 79/1105 | DORMER WINDOW AND ROOF LIGHT. | Refused | 08/01/1980 |
| 79/1199 | RE-MODELLING OF FACADE. | Refused | 06/02/1980 |

Relevant Planning Appeals History

None.

Parish/Town Council Observations

Ribby with Wrea Parish Council notified on 15 July 2015 and comment:

“The Parish Council recommends refusal of permission as the aesthetics of the proposal are not in keeping with the surrounding conservation area and Victorian nature of the existing structure. They request that the design and use of materials be addressed and suggest the use of wood as opposed to upvc for the window frames and door, and the design and materials of the railing be more sympathetic to the surrounds. The post office is located in the historic centre of Wrea Green and the parish council feel strongly that the character of the village be maintained.”

Statutory Consultees and Observations of Other Interested Parties

Regeneration Team (Heritage)

The application has been discussed with the council's Regeneration Manager who has no objection to the loss of the current shopfront materials that are clearly not original, and supports the improved glazing arrangement now proposed notwithstanding the use of upvc as a material.

Neighbour Observations

Neighbours notified: 15 July 2015
Site Notice Date: 20 August 2015
Press Notice Date: 23 July 2015
No. Of Responses Received: None

Relevant Planning Policy**Fylde Borough Local Plan:**

| | |
|------|---------------------------------------|
| SP01 | Development within settlements |
| EP03 | Development within conservation areas |
| EP08 | Shop fronts |

Other Relevant Policy:

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

Site Constraints

Conservation area site

Environmental Impact Assessment

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

Comment and Analysis

The issues to consider in the determination of this application are contained in policies EP3 and EP8 of the Fylde Borough Local Plan.

Policy EP3 relates to development within conservation areas and provides support for development that preserves or enhances the character or appearance of the conservation area. In this instance the existing shop front glazing is contained in plain white painted timber frames and comprises one large glass panel to the right side of the shop front and a smaller glass panel to the left. The replacement shop front would comprise slimline white timber effect upvc framing to create three equal sized glazed areas along the shop front, and a upvc customer entrance to match the existing entrance in form.

The Parish Council have expressed concern regarding the use of upvc framing to form the new shop front glazed areas. Whilst it is appreciated that a more traditional shop front would benefit this area of Wrea Green it is considered that the overall finished appearance of the proposal, with the three panel design, will be a visual improvement over the rather tired and functional appearance of

the existing shop front. As such the replacement shop front accords with the aim of policy EP3 as it will enhance the appearance of the conservation area. With regard to the disabled access the Parish Council have also raised their concern that the design and appearance of the handrail does not fit with the character of the area. This notwithstanding the proposed handrail is in keeping with the appearance of the existing shop front and hand rail and will accord with the design of the proposed replacement shop front, and should a more 'characterful' handrail be installed it would be at odds with both the existing and proposed appearance of the store. Given that the proposed replacement shop front accords with EP3 it is considered that the handrail as proposed is in keeping with, and appropriate to, its locale.

Policy EP8 relates specifically to shop front development and seeks to ensure that re-development proposals for shop fronts are compatible with the character of the building. The building is a historic one that displays the form and materials of the surrounding properties and contributes towards the character of the Conservation Area. The existing shopfront detracts from that with its proportions, materials and limited relationship to the existing building's form. That situation was improved in 1989 when a slated roof was added to the shopfront, and is improved further with the introduction of a more regularly laid out window pattern. This ensures that the scheme complies with Policy EP8. This ensures that the proposed shop front is a visual improvement to the existing shop front and accords with the aims of EP8, which is to prevent development that is visually less appropriate than the existing situation.

The works proposed here are also beneficial as they improve access to the store by all elements of the local community and so its role as a community facility.

Conclusions

The replacement shop front and disabled access proposed by this application are considered to accord with the aims of policies EP3 and EP8 of the Fylde Borough Local Plan and members are recommended to approve the application.

Recommendation

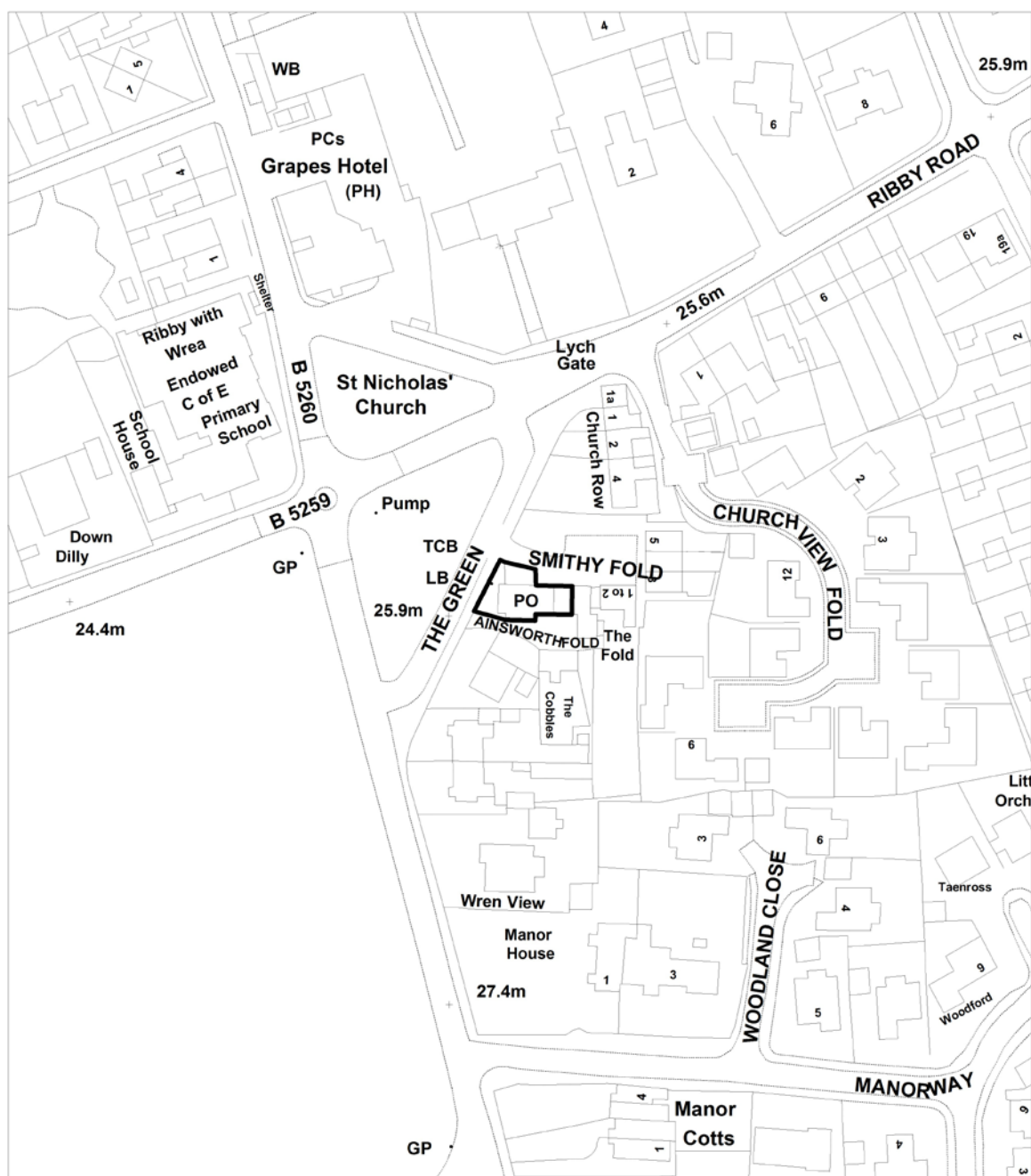
That Planning Permission be GRANTED subject to the following conditions:

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. Prior to the commencement of development the exact form, material and design of the replacement shop window and entrance doorway shall be submitted to, and approved by, the Local Planning Authority and thereafter only the agreed type of window and doorway shall be installed or if replaced shall be of the same type as previously approved.

In the interests of the visual quality of the overall development in accords with



| | | | |
|---------------------------------------|---|---|-------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0432 | Address Wrea Green Post Office, The Green, Wrea Green | Grid Ref. E.3397 : N.4315 | Scale 0 6 12 18 24 m |

Item Number: 8

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|----------------------------------|
| Application Reference: | 15/0435 | Type of Application: | Householder Planning Application |
| Applicant: | Mr & Mrs Sugden | Agent : | |
| Location: | 2 NOOK COTTAGES, SILVER STREET, NEWTON WITH CLIFTON, PRESTON, PR4 0ZA | | |
| Proposal: | PROPOSED TWO STOREY REAR EXTENSION AND SINGLE STOREY REAR EXTENSION | | |
| Parish: | NEWTON TREALES | WITH Area Team: | Area Team 2 |
| Weeks on Hand: | 12 | Case Officer: | Alan Pinder |
| Reason for Delay: | Need to determine at Committee | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

This application property is a mid-terrace cottage type dwelling located in Clifton. The proposal seeks planning permission for the construction of a combined two storey and single storey rear extension, with the single storey extension continuing off the end of the two storey extension. Whilst the two storey element of the extension exceeds the rearward projection advised by the guidance of the council's adopted SPD on house extensions it is considered that any resulting impact on the affected neighbouring property, No.1, would not be so much greater than already exists as to justify a refusal of the application. In all other respects the proposal accords with the criteria of policy HL5 of the Fylde Borough Local Plan and members are recommended to approve the application.

Reason for Reporting to Committee

The Parish Council has raised objection to the application and so the officer recommendation for permission to be granted requires that the decision is made by the Development Management Committee.

Site Description and Location

The application site is 2 Nook Cottages, Silver Street, Clifton. The property is the centre dwelling in a terrace of three properties. Whilst the dwelling is within the settlement boundary of Clifton Village, part of the rear garden is within an area designated as countryside on the Fylde Borough Council Local Plan, as altered (October 2005).

Details of Proposal

Planning permission is sought for the construction of a combined two storey and single storey rear extension, with the single storey extension continuing off the end of the two storey extension. The extension would project across the whole width of the rear of the property and have a dual pitched design. The ridge of the two storey element would 5.5 metres high and the eaves almost 4 metres

high, and it would project 4.5 metres from the rear elevation. The ridge of the single storey element would be 3.5 metres and its eaves 1.8 metres. This single storey element would project a further 5.1 metres. Hence the total rearward projection of the development would be 9.6 metres approximately.

The external materials of the extension are to match those of the existing property and an existing single storey extension and detached boiler house would be removed to allow the proposed extension.

During the consideration of the application the applicant has provided supporting information for the proposal in response to comments from the Parish Council. These explain that the proposed low double storey roof apex and lowering of the site floor level significantly reduces the overall height of the proposed extension vs a full double storey roof apex as per similar structures at 3 Nook Cottage and Park View. It should be acknowledged the sight is southern facing as such there is limited shadowing at the rear of the properties. They also highlight that the submitted site plan does not include recently (circa 15yrs) built double and single extensions to the rear of neighbouring properties sited on Silver Street and Preston Old Road. Images are presented to support these arguments, and reference is made to the determination of other schemes in the area.

Relevant Planning History

None

Relevant Planning Appeals History

None

Parish/Town Council Observations

Newton with Clifton Parish Council notified on 15 July 2015. They object to the proposal for the following reason:

"The layout and density of the proposal is considered over development of the site that will consequently cause overshadowing, a loss of light, adversely effect visual amenity and therefore is detrimental to neighbouring property. If planning permission is granted it could create a precedent for further similar development which would be difficult to resist and be further detrimental to village character in the locality"

The applicant has emailed a response to the parish council's objection which he feels addresses their points.

Statutory Consultees and Observations of Other Interested Parties

N/A

Neighbour Observations

| | |
|-----------------------------------|--|
| Neighbours notified: | 15 July 2015 |
| No. Of Responses Received: | One letter from No.1 Nook Cottages stating a lack of objection to the proposal |

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|--------------------------------|
| SP01 | Development within settlements |
| HL05 | House extensions |

Other Relevant Policy:

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

Environmental Impact Assessment

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

Comment and Analysis

The issues to consider in the determination of this application are the criteria of Policy HL5 of the Fylde Borough Local Plan which deals with the assessment of residential extensions.

Design, scale and appearance

The development includes two elements; a two storey rear extension and a single storey rear extension continuing off the end of that. The property forms the centre dwelling of a terrace of three, and it is apparent that over the years various alterations and additions have been carried out to all three properties resulting in a non-uniform visual appearance across the rear of the terrace. Furthermore the proposed extension would replace an existing single storey extension and detached boiler house that together have a similar rearward projection along the eastern boundary of the curtilage. When considered within this context the proposed extensions are not considered to have an undue impact on the character of the terrace, and being located to the rear would have no impact on the wider street scene.

Neighbour amenity

The only properties potentially affected by the proposal are the adjoining neighbours to either side.

No.3 Nook Cottage is to the west side of the proposal and has an existing two storey rear outrigger with a conservatory on its end. The proposed two storey extension would project out to a point level with No.3's outrigger, and the single storey extension would project approximately 1.5 metres beyond its conservatory. These projections are of a scale that gives a relationship to No.3 that accords with the design guidance of the council's SPD on domestic extension, and from the site assessment is not considered to have an unacceptable impact on its occupiers.

With regard to the neighbouring property to the other side, No.1, this property has a single first floor rear facing window that would be adjacent to the extension, followed by its own two storey outrigger, and then a single storey extension alongside that. The proposed two storey element of the extension would overshadow No.1's first floor window but given that this serves a bathroom this is not a major concern and would not justify a refusal of permission. With regard to the outrigger and rear extension, the outrigger has a rear facing ground floor window and the extension has a large side facing window that serves a breakfast area. The projection of the proposed two storey extension would exceed the guidance provided by the council's adopted SPD by 1 metre. However this guidance is advisory and it is assessed that the south facing aspect and other circumstances at

the site are such that impact of the proposed extension on No.1's amenity is not considered to be so much greater than already exists as to justify a refusal of permission on the grounds of neighbour amenity. It is noted that the occupier of No.1 has submitted a letter to confirm their lack of objection to the proposal.

Garden area, off street parking, and vehicle access

None of the remaining criteria of HL5 would be prejudiced by the proposal.

Conclusions

The proposed development is considered to accord with the aims of policy HL5 of the Fylde Borough Local Plan and members are recommended to approve the application.

Recommendation

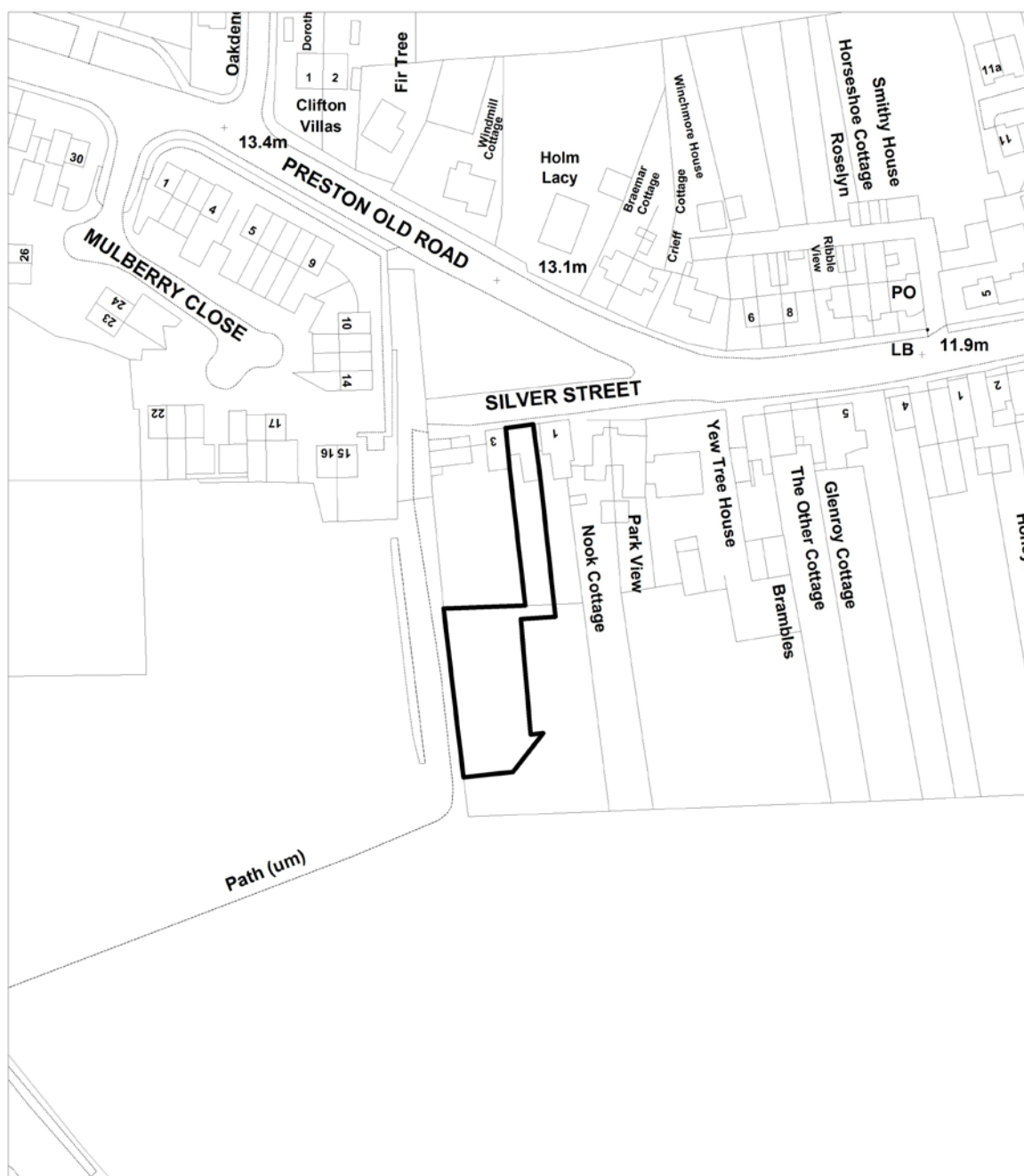
That Planning Permission be GRANTED subject to the following conditions:

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

In the interests of visual amenity.



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|---------------------------------------|--|---|-----------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0435 | Address 2 Nook Cottages, Silver Street, Clifton | Grid Ref. E.3465 : N.4302 | Scale 0 6 12 18 24 m |

Item Number: 9

Committee Date: 07 October 2015

| | | | |
|-------------------------------|--|-----------------------------|-----------------------|
| Application Reference: | 15/0469 | Type of Application: | Advertisement Consent |
| Applicant: | The Original Factory Shop | Agent : | 360 Signs Ltd |
| Location: | KIRKGATE CENTRE, KIRKGATE, KIRKHAM, PRESTON, PR4 2UJ | | |
| Proposal: | ADVERTISEMENT CONSENT TO DISPLAY 5 X EXTERNALLY ILLUMINATED FASCIA SIGNS, 2 X NON-ILLUMINATED PROJECTING SIGNS, 1 X TOTEM SIGN AND VARIOUS OTHER NON-ILLUMINATED SIGNS | | |
| Parish: | KIRKHAM SOUTH | Area Team: | Area Team 1 |
| Weeks on Hand: | 11 | Case Officer: | Rob Clewes |
| Reason for Delay: | Need to determine at Committee | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application site is the first floor of the Kirkgate Centre which was recently granted planning permission for a change of use to a retail store. It is sited within the defined Town Centre of Kirkham. The application is for advertisement consent and as now considered relates to a revised signage scheme for the premises featuring a mixture of fascia and projecting signs to the Poulton Street frontage and car park area associated with it trading as 'The Original Factory Shop'.

The proposed signage is considered appropriate in design and it will not have a detrimental impact on either public safety, the character of the building, the visual amenity of the area nor the character of the Kirkham Conservation Area. It is therefore considered that the proposal complies with paragraph 67 of the NPPF and Policies EP3 and EP9 of the Fylde Borough Local Plan and recommended for approval.

Reason for Reporting to Committee

This application has been brought before the Development Management Committee as the officer recommendation for approval is in conflict with the objection from the Town Council.

Site Description and Location

The application site is the Kirkgate Centre located in Kirkham Town Centre on the southern side of Poulton Street. Part of the building is also located within the Kirkham Conservation Area. On the ground floor of the building there are existing premises that consist of a bank, a clothes store, an estate agent and a financial services provider. The upper floors are currently used as Class B1 offices but have recently been granted permission for a change of use to form a Class A1 retail unit, and the application is associated with that new intended use. The building is adjacent other retail and commercial properties with some residential properties nearby away from the main shopping street.

Details of Proposal

The proposal is for advertisement consent to display a series of externally illuminated fascia signs and various other non-illuminated signs, and is a revision to that originally proposed to reduce the number and size of signage. The retained signs are as follows:

- i. On the front elevation (to Poulton Street) there are two illuminated fascia signs (5m by 0.72m and 4.24m by 0.72m) and two projecting banner style signs (both 2.6m by 1.1m) which are located at first floor level.
- ii. On the side elevation there is a single illuminated fascia sign (1.05m by 2.5m).
- iii. On the rear elevation there are two fascia signs (8.88m by 1.57m and 5.83m by 1.3m). There are also 7 other much smaller information signs located at various position on the rear of the building.
- iv. The free standing totem sign is adjacent the rear car park entrance and is 3m tall and 1.1m wide.

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|---|---------------------|----------------|
| DISC/15/0269 | DISCHARGE OF CONDITION 3 OF PLANNING PERMISSION 15/0269 RELATING TO TRAVEL PLAN | Advice Issued | 14/09/2015 |
| 15/0269 | PROPOSED CHANGE OF USE OF UPPER FLOORS OF THE KIRKGATE CENTRE FROM OFFICE (CLASS B1) USE TO RETAIL (CLASS A1) USE. | Granted | 23/06/2015 |
| 12/0154 | PROPOSED CHANGE OF USE FROM CAFE/RESTAURANT (CLASS A3) TO MIXED USE OF CAFE/RESTAURANT AND HOT FOOD TAKEAWAY (CLASS A5) | Permission required | not 03/04/2012 |
| 98/0078 | CHANGE OF USE OF SECOND FLOOR FROM OFFICES TO 24 BEDROOM ACCOMMODATION (MOTEL) | Granted | 25/03/1998 |
| 95/0210 | CHANGE OF USE FROM DRY CLEANERS TO CAFE | Granted | 26/04/1995 |
| 95/0193 | PROPOSED CHANGE OF USE FROM A1 SHOPPING TO B1 - OFFICE USE ON FIRST FLOOR. | Granted | 26/04/1995 |
| 95/0094 | CHANGE OF USE OF 2ND FLOOR TO OFFICES | Granted | 12/04/1995 |
| 93/0778 | CHANGE OF USE FOR SECOND FLOOR OF SHOPPING CENTRE TO RETAIL FURNITURE SHOWROOM | Granted | 05/01/1994 |
| 93/0710 | ENCLOSED FIRE ESCAPE TO REAR | Granted | 08/12/1993 |
| 93/0545 | CHANGE OF USE FROM A1 TO AMUSEMENT ARCADE | Refused | 06/10/1993 |
| 93/0452 | ADVERTISEMENT CONSENT FOR EXTERNALLY ILLUMINATED PROJECTING SIGN | Granted | 13/10/1993 |
| 92/0259 | REVISIONS TO APPLICATION 5/92/0129 RELATING TO CAR PARK AND SERVICE ACCESS/REFUSE & TROLLEY PARK | Granted | 30/04/1992 |
| 91/0502 | CHANGE OF USE TO FORM SHOPPING ARCADE ON FIRST FLOOR | Granted | 11/09/1991 |
| 91/0389 | CHANGE OF USE OF SECOND FLOOR TO OFFICES AND SECOND FLOOR EXTENSION | Granted | 11/09/1991 |
| 91/0055 | ERECT TWO STOREY CAR PARK | Granted | 11/09/1991 |

| | | | |
|---------|---|---------|------------|
| 90/0074 | SECOND FLOOR EXTENSION TO FORM LEISURE CENTRE | Granted | 15/08/1990 |
|---------|---|---------|------------|

Relevant Planning Appeals History

| Application No. | Development | Decision | Date |
|------------------------|---|-----------------|-------------|
| 93/0545 | CHANGE OF USE FROM A1 TO AMUSEMENT ARCADE | Dismiss | 13/07/1994 |

Parish/Town Council Observations

Kirkham Town Council notified on 21 July 2015 in respect of the original scheme and comment: *"The application is not in keeping with the conservation area of the High Street and does not comply with Fylde Borough Council's regulations for signage".*

They are due to meet on 6 October 2015 to consider comments on the revised proposal and so officers will attempt to present comments from that meeting to Committee as part of the Late Observations Schedule.

Statutory Consultees and Observations of Other Interested Parties

Regeneration Team (Heritage)

They have commented on the original scheme and made various points to criticise elements of that submission which have been helpful in revising the proposals. Specifically they suggested that the *"projecting sign should be changed to a banner sign to complement the architecture of the building and it could replace sign 1 to make a pair of 'book ends'. There should only be one fascia sign on the front elevation and one fascia sign on the rear. The amount of signage on the end elevation facing the road of Kirkgate should be less than that proposed."*

Lancashire County Council - Highway Authority

Comments - No objections

Neighbour Observations

| | |
|-----------------------------------|------------------------|
| Neighbours notified: | No Neighbours Notified |
| Amended plans notified: | Town Council only |
| Site Notice Date: | 04 August 2015 |
| Press Notice Date: | 06 August 2015 |
| No. Of Responses Received: | None |

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|---------------------------------------|
| SP01 | Development within settlements |
| EP09 | Shop front advertisements |
| EP03 | Development within conservation areas |

Other Relevant Policy:

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

Site Constraints

Conservation area site

Environmental Impact Assessment

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

Comment and Analysis

The main issues regarding this application are:

Design and Impact to visual amenity

The impact to the conservation area

Impact to public safety

Design and Impact to visual amenity

Paragraph 67 of the NPPF states that only those advertisements which clearly have an appreciable impact on a building or on their surroundings should be subject to the local planning authority's detailed assessment. It is considered that due to the number of signs proposed the advertisements will have an appreciable impact on the building. The revised plans proposed a lower number of signs with some of the signs also being reduced in size. Although adding signs to the building will alter the appearance of the building the revised signs are considered to create a superior appearance to the original submitted signs and do not dominate the building and sit comfortably on the elevations which they are positioned on. The building is large and the brickwork and fenestration still forms the dominant part of the building in appearance. It is therefore considered that the proposed signs are of an appropriate design and will not have a detrimental appearance on the building or street scene. The signs are similar in size to those seen on the premises that trade at ground floor and whilst they are potentially more visible due to their first floor location they do not dominate the building and should assist in the success of the new retail business to the town centre.

The impact to the conservation area

The Eastern most part of the building is located within the Kirkham Conservation Area with the remainder of the building outside it, but obviously immediately adjacent. Therefore the signs should be assessed as to their impact on the character of the conservation area.

Policy EP3 of the Fylde Borough Local Plan seeks to resist development that would harm the character of the conservation area. The conservation area is characterised by varying styles and designs of signs which contribute to the overall character of the area. It is considered that the revised plans are more sympathetic to the conservation area and the impact is acceptable given that the building itself is atypical to much of the conservation area. The signs will not appear incongruous or harm the character of the area and their colour, whilst brighter than other signs, is not considered so bright that it would not jar or appear out of character with the area. The external downlit illumination is considered appropriate within the conservation area and matches other forms of illumination in the vicinity.

Impact to public safety

The Lancashire County Council highways officer raised no objection to the proposed plans and it is considered that there are no issues regarding public safety arising from the signage.

Conclusions

The proposed signage is considered appropriate in design and it will not have a detrimental impact on the character of the building, the visual amenity of the area nor the character of the Kirkham Conservation Area. It is therefore considered that the proposal complies with paragraph 67 of the NPPF and Policies EP3 and EP9 of the Fylde Borough Local Plan and recommended for approval.

Recommendation

That Advertisement Consent be GRANTED subject to the following conditions:

1. a) All advertisements displayed, and any land used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.

Attached within the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- b) Any hoarding or similar structure, or any sign, placard board or device erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition to the reasonable satisfaction of the Local Planning Authority.

Attached within the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- c) Where any advertisement is required under the regulations to be removed, the removal thereof shall be carried out to the reasonable satisfaction of the Local Planning Authority.

Attached within the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- d) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

Attached within the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- e) No advertisement shall be sited or displayed so as to obscure or hinder the ready interpretation of any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway [including any coastal waters]; or aerodrome [civil or military].

Attached within the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

2. This consent relates to the following plans and / or reports:

- Location Plan 10 July 2015
- External Signage Scheme Proposal Revision 1 dated 1/9/15

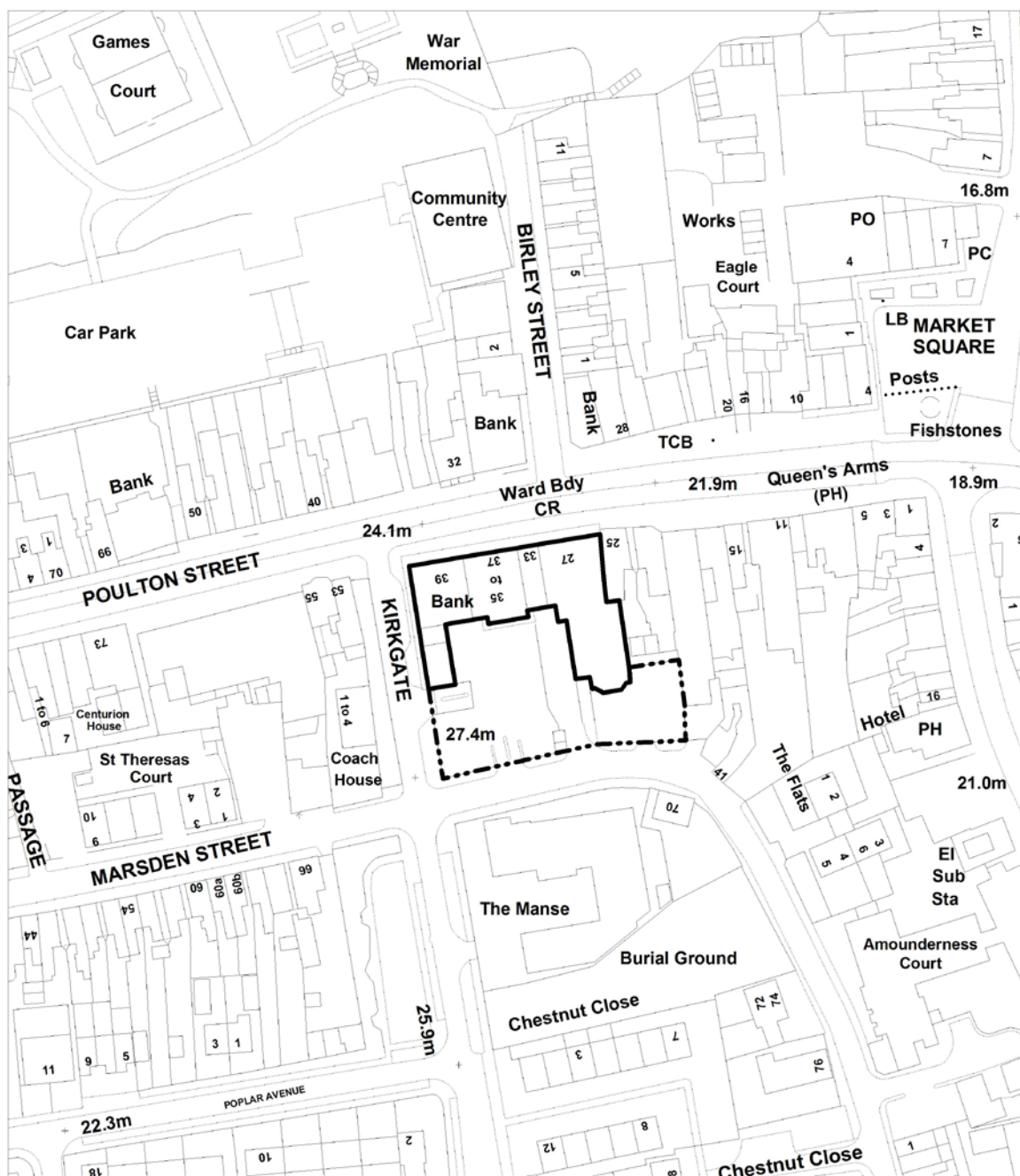
Reason: For the avoidance of doubt and as agreed with the applicant / agent.

3. Any external source of lighting shall be effectively screened from the view of a driver on the adjoining public highway.

To avoid glare, dazzle or distraction to passing motorists.

4. The limits of the illuminance shall not exceed 600 candela per square metre.

To avoid glare, dazzle or distraction to passing motorists.



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| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0469 | Address Kirkgate Centre, Kirkgate, Kirkham | Grid Ref. E.3425 : N.4321 | Scale 0 6 12 18 24 m |

Item Number: 10

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|--------------------------------|
| Application Reference: | 15/0472 | Type of Application: | Outline Planning Permission |
| Applicant: | Wainhomes (North West) Ltd | Agent : | Sedgwick Associates |
| Location: | LAND TO THE REAR OF MOSS FARM, CROPPER ROAD, WESTBY WITH PLUMPTONS, BLACKPOOL, FY4 5LB | | |
| Proposal: | OUTLINE APPLICATION FOR THE ERECTION OF UPTO 80 NO. DWELLINGS AND 1500M2 OF OFFICES WITH ACCESS APPLIED FOR OFF CROPPER ROAD AND ALL OTHER MATTERS RESERVED (RESUBMISSION OF APPLICATION 14/0818) | | |
| Parish: | | Area Team: | Area Team 1 |
| Weeks on Hand: | 12 | Case Officer: | Kieran Birch |
| Reason for Delay: | Negotiations to resolve difficulties | | |

Summary of Recommended Decision: Approve Subj 106

Summary of Officer Recommendation

The proposal is an outline application for up to 80 dwellings and 1,500 square metres of office space on 5.15 hectare site located on the north east side of Cropper Road, west of Whitehills Industrial estate. The site is currently allocated as Countryside in the Fylde Borough Local Plan.

The development of Countryside land in contrary to Policy SP2 of the Fylde Borough Local Plan. However, a key material consideration in the determination of residential planning applications is the need for the council to deliver a supply of housing land equivalent to 5 years of its agreed annual target. The council's latest published information (from March 2015) is that it is unable to deliver the necessary housing supply and so a proposal that delivers sustainable development must be supported unless it will cause significant and demonstrable harm. Furthermore the site has planning permission in place to be developed for an employment development and is proposed to be a mixed use allocation in the emerging Local Plan.

Having assessed the relevant considerations that are raised by this proposal it is officer opinion that the development is acceptable in principle, but work needs to be done to the proposed layout. Whilst this application has been made in outline officers need to be comfortable that the amount of dwellings proposed can be accommodated on the site whilst having an acceptable impact on residential amenity and provide appropriate public open space. However the size and use of the site for residential and office development is acceptable and is in an acceptable location to form sustainable development. The visual impact is also considered to be acceptable and the development would not have a detrimental impact on the amenities of the area. There are no objections from LCC Highways with regard to traffic generation or safety however conditions and a legal agreement will be necessary to secure appropriate infrastructure improvements to allow the application to be considered as acceptable.

As such it is recommended that the application be supported by Committee and so assist in

delivering the housing supply requirements of para 17 of NPPF and the employment needs of the Borough, but that the decision be delegated to officers on completion of negotiations to agree appropriate development parameters and the necessary legal agreement.

Reason for Reporting to Committee

The application is a major development and therefore as officers are minded to approve the application it has to be considered by the Development Management Committee in line with the Council's scheme of delegation.

Site Description and Location

The application site is a 5.15 hectare site located to the north of Lytham St. Anne's Way, west of Hallam Way and the Whitehills Industrial Estate and to the east of a recently approved housing development accessed from Cropper Road (Ref 14/0310). This scheme is currently being constructed. The application site is situated due west of the Whitehills Industrial Estate and currently comprises unused agricultural land. The site has planning permission for employment uses which was granted when the outline permission for the housing was granted through permission (12/0717). It is allocated as a Countryside Area according to the Adopted Fylde Borough Local Plan and within the Council's Published Preferred Options for development the site is allocated for a mix of employment/residential uses. Recent application 14/0818 applied for 100 residential dwellings on the application site with no employment land and was refused under delegated powers because of the loss of employment land and is subject to a current appeal.

Details of Proposal

This is an outline application for the erection of up to 80 dwellings and 1500 square metres of offices with means of access to the development applied for. Access to the residential element of the site will be from the approved adjacent residential development off Cropper Road.

The dwellings shown on the indicative site layout are a mix of semi-detached, detached and terraced dwellings and are proposed to be a mix of two and two and half storeys and will be constructed in brick with concrete tiled roofs and white upvc windows. The dwellings will be similar in appearance to the approved dwellings adjacent.

The proposed office buildings would be in three blocks with a maximum height of 18.5m and would be accessed from the existing employment land on Whitehills via Hallam Way. A turning head is shown with an access road to the east of the commercial parcel of land. Hedgerows are proposed to the periphery of the site and it is stated that the designs of the office and the dwellings will be determined at Reserved Matters stage and assessment of the site and its setting has shown that the proposals should reflect the existing development and the strong landscaping of the development to the south. All other matters remain reserved for future consideration.

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|--|------------------|------------|
| 14/0818 | OUTLINE APPLICATION FOR THE ERECTION OF UPTO 100 NO. DWELLINGS WITH ACCESS APPLIED FOR OFF CROPPER ROAD AND ALL OTHER MATTERS RESERVED | Refused | 06/03/2015 |
| 14/0310 | APPLICATION FOR APPROVAL OF | RESERVED Granted | 09/09/2014 |

| | | | |
|---------|---|--|--------------|
| | MATTERS OF APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR ERECTION OF 145 DWELLINGS AND 1 NO. SHOP UNIT ASSOCIATED WITH OUTLINE PLANNING PERMISSION 12/0717 | | |
| 12/0717 | OUTLINE APPLICATION FOR PROPOSED DEVELOPMENT OF UP TO 146 DWELLINGS, A CONVENIENCE STORE AND 9,358 SQUARE METERS OF INDUSTRIAL/OFFICE FLOOR SPACE. MEANS OF ACCESS APPLIED FOR, ALL OTHER MATTERS RESERVED. | Approved with 16/10/2013 Agreement | |
| 11/0357 | OUTLINE APPLICATION FOR 13 DETACHED HOUSES WITH GARAGES FOLLOWING DEMOLITION OF EXISTING HOUSE AND BUILDINGS. (ALL MATTERS RESERVED) | Refused | 08/08/2011 |
| 08/0250 | OUTLINE APPLICATION FOR EXTENSION OF WHITEHILLS BUSINESS PARK FOR B1,B2 AND B8 USES. | Withdrawn Appeal against non-determine | - 03/11/2009 |

Relevant Planning Appeals History

| Application No. | Development | Decision | Date |
|------------------------|--|-----------------|-------------|
| 11/0357 | OUTLINE APPLICATION FOR 13 DETACHED HOUSES WITH GARAGES FOLLOWING DEMOLITION OF EXISTING HOUSE AND BUILDINGS. (ALL MATTERS RESERVED) | Withdrawn | 22/12/2011 |
| 08/0250 | OUTLINE APPLICATION FOR EXTENSION OF WHITEHILLS BUSINESS PARK FOR B1,B2 AND B8 USES. | Withdrawn | 09/02/2010 |
| 76/0694 | EXTENSION TO CARAVAN SITE (15 VANS) SEASONAL. (EXISTING CARAVAN CLUB SITE FOR 5 CARAVANS). | Allowed | 01/03/1978 |

Parish/Town Council Observations

Westby with Plumpton Parish Council notified on 20 July 2015 and comment:

The Parish Council has no specific observations to make on the application but recommends a speed limit and widening of pavements on Cropper Road is imposed.

Statutory Consultees and Observations of Other Interested Parties

National Air Traffic Services

Because the application is outline they state there is insufficient information to assess the full impact on the NATS St Anne's radar, they don't feel they can support, object or comment on the application. They therefore request a condition be placed on any permission granted so that no development takes place until the details are known and approved in writing by the LPA and NATS.

Lancashire County Council - Highway Authority

LCC Highways state that they have considered the application and the submitted TA.

They take into consideration other permissions in the area and note that the application site has permission for employment uses and that the dwellings and shop approved are now coming forward whereas the employment area has not progressed. They state that section 7 of the TA submitted with the application relies on the TA submitted with the original outline app which they consider to be out of date. They state that the scale of committed and emerging developments leads to a very complex position in respect of reaching an agreement on an acceptable TA and the interpretation of the results.

With regard to the submitted TA they state that given the age of the data that in general it should not be used. However given the previously approved development at the site they accept that the traffic forecasts in the submitted TA provide a simple basis for them to review the proposal and come to a considered view on the impact.

They state that the previous approval accepted a level of traffic impact (albeit with impact onto Hallam Way and not Cropper Road) that was greater than this application. Therefore they state that the reduced level of impact is acceptable subject to appropriate measures and the delivery of an improvement scheme on Cropper Road. This is yet to be agreed and LCC would also expect commitment to a contribution for improvement measures at the Cropper Road/Lytham St Annes Way roundabout and also expect the full commitment of the developer to the necessary s106 contribution as agreed as part of application 12/0717 to support sustainable transport measures.

Because of the additional proposed housing to be accessed from Cropper Road higher standard links at key locations and consideration for appropriate road widths, appropriate dwelling frontage and suitability for PT penetration on the main access route will be required. They require pedestrian/cycle routes and footways to be extended and link to the surrounding area, and the Travel Plan submitted with the outline approved application to be updated.

With regard to the proposed access and proposed layout LCC acknowledge that the application is outline with layout reserved for future consideration. They state;

The access to this proposed further 80 dwellings will require the extension of the access road from Cropper Road. As this route is indicated to support a potential highway access link to land to the Northeast of the proposed development, the highway should be constructed to an appropriate standard which as a minimum should be the same standard as the approved section leading from the two access priority junctions on Cropper Road. The original illustrative Master Plan shows a lower standard of carriageway provision/layout which is not acceptable for the purpose indicated. The amended illustrative Master Plan shows a more direct access link to a standard that appears consistent with the main access route from Cropper Road. However, the junction arrangement indicated connecting the approved and proposed application access roads is not acceptable. The road layout, as presented, in the original illustrative Master Plan is narrow and indirect and unlikely to be attractive to any developer of land to the northeast of this proposed site as a primary access. It could provide some benefit to movement from any development site (to the northeast) for a small number of dwellings and serve as a secondary/emergency access point. The road layout, as presented, in the amended illustrative Master Plan is moving in the right direction but will require further changes to reach agreement on an acceptable highway layout and standard.

They state that a benefit of this link is the potential for public transport to pass through

the site if deliverable but the road needs to be improved. They then suggests a series of works that have been identified as necessary to support the development and improve surrounding infrastructure such as junction improvements at Peel Corner, access junction tables on Cropper Road, a review of the existing priority give way traffic management to accommodate the change in the nature and use of Cropper Road, and contributions to deliver wider improvements to the highway network in and around the Cropper Road/School Road Roundabout.

LCC do not intend to request any additional s106 funding contribution for pedestrian, cycle Improvements or Public Transport from this application. However, we would expect that the developer continues to commit to the s106 as agreed for the previous outline application (that s106 agreed a £492,000 contribution for sustainable transport measures to cover Public Transport, pedestrian and cycling improvements). The trigger points for the payments were set out in the agreed s106 for the approved outline application 12/0717.

This S106 funding contribution, previously agreed for outline application 12/0717, will be used to improve connectivity to existing and proposed sustainable links to/from the wider network to support this application. This will somewhat mitigate the impact of this development by enhancing linkages for users of this proposed development.

LCC therefore have no objections to the proposal as long as all the above mitigation measures are delivered by the developer through 106 and 278 agreements. They also suggest conditions in relation to these works as well as a construction method statement, a phasing programme, Travel Plan and visibility splays.

Planning Policy Team

They highlight that the site is within a proposed mixed use allocation in the Revised Preferred Option for the emerging Fylde Local Plan to 2032 known as 'MUS1: Cropper Road East, Whitehills'. Policy SL2 proposes this site for mixed use development as part of the Fylde-Blackpool Periphery, Strategic Location for Development. Site MUS1 comprises 372 dwellings and 6.5 ha of employment land. Please note policy EC2 correctly states the area of employment land as 9.3Ha, not 6.5Ha.

The proposed development site is located on an area of land which contributes 9.3Ha of employment land. In addition to the above policy M1 'Masterplanning the Strategic Locations for Development' is also of relevance.

The Overall Housing Requirement

The Housing Requirement Paper 2015 summarises the finding of the 2013 Strategic Housing Market Assessment, the Analysis of the Housing Need in light of the 2012-based Sub- National Population Projections and the Analysis of Housing Need in light of the Sub- National Household Projections. The Housing Requirement Paper 2015 concluded that a figure of 370 dwellings per annum will meet Fylde's objectively assessed need for housing.

Five Year Housing Supply Statement

The Council's published Five-Year Housing Supply Statement shows that the borough had a 4.5 year supply of deliverable housing land at 31 December 2013. At the Blackfield End Farm Planning Inquiry, the Council and the appellant agreed for the purposes of the Inquiry, that the supply at the 31 March 2014 was no more than 4.1 years.

Following the completion of the Housing Land Schedule, an updated Five-Year Housing Supply Statement, based dated 31 March 2015, is expected to be published in the next month. This calculation will be based upon the annual housing requirement figure of 370 dwellings per, taking account of a 20% buffer and the housing shortfall since the start of the emerging Local Plan period in 2011.

Summary

The emerging Local Plan - policies SL2 and M1 are a material consideration. It is for the decision maker to determine the weight to be attached to these material considerations as part of the planning balance.

Strategic Housing

No comments received at time of writing report.

Environment Agency

Have no comments to make on the application.

Electricity North West

We have considered the above planning application submitted on 20/7/15 and find it could have an impact on our infrastructure. Our records show the following within the development site :- Live ENWL 132kV overhead line, Live ENWL high voltage mains cable, Live ENWL low voltage mains/service cables, Out of commission ENWL 33kV cables and Live and out of commission ENWL pilot cables . The applicant should also be advised that, should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment.

Lancashire CC Flood Risk Management Team

LCC have no objections to the development in principle subject to the inclusion of conditions. These condition requires the development to be carried out in accordance with the FRA, the Reserved Matters application to include a surface water drainage scheme and that a Surface Water Lifetime Management and Maintenance Plan.

Lancashire County Archaeology Service

Site has been looked at previously with the other applications. Given the recommendations made in those it would be sensible to undertake field evaluation at the site and submit results as part of the application. However they have not and this can be conditioned.

Lancashire Constabulary

Make general comments on the need for security in the design of new development.

United Utilities Water PLC

The Flood Risk Assessment submitted as part of this application is inconclusive because site investigations have not been carried out to prove whether infiltration is a suitable method of surface water disposal. If future site investigations prove that draining by infiltration is not viable then in line with the FRA the developer must drain to watercourse ensuring that they do not drain into a watercourse that freely discharges into a public sewer which there are many in this area.

Regeneration Team (Economic Development)

No comments received.

Neighbour Observations

Neighbours notified: 20 July 2015
Site Notice Date: 24 July 2015
Press Notice Date: 23 July 2015
No. Of Responses Received: None received.

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|--------|--|
| EP11 | Building design & landscape character |
| EP14 | Landscaping of new developments |
| EP19 | Protected species |
| EP22 | Protection of agricultural land |
| EP23 | Pollution of surface water |
| EP24 | Pollution of ground water |
| EP25 | Development and waste water |
| HL02 | Development control criteria for new housing proposals |
| SP02 | Development in countryside areas |
| TREC17 | Public Open Space within New Housing Developments |

Other Relevant Policy:

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

Site Constraints

Article 4 direction
Within countryside area

Environmental Impact Assessment

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

Comment and Analysis

The main issues that need to be considering this proposal are;

Principle of the development/Impact on character of the area
Residential amenity
Highways
Flood risk and drainage
Ecology
Public open space

Education

Principle of the development

The site already benefits from planning permission for 9358 square metres of Class B1 floor space, therefore the principle of developing this site for employment has already been established. This application proposes the development of 80 dwellings and 1500 square metres of class B1 floor space, therefore reducing the amount of employment permitted by 7858 square metres and providing an additional 80 dwellings. The illustrative masterplan appropriately uses the overhead powerlines to form the boundary between the two differing uses as development under these would not be allowed by Electricity North West.

Policy background

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that: 'if regard is to be had to the Development Plan for the purpose of any determination to be made under the planning acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.' The first test, and the statutory starting point, is whether the application is 'in accordance with the plan'. This has been reinforced by the National Planning Policy Framework (NPPF) which refers, at paragraph 14, to the need for applications that accord with the development plan to be approved without delay.

The statutory development plan in this case comprises the saved policies of the Fylde Borough Local Plan (2005). In addition the National Planning Policy Framework is a key material consideration. In accordance with the NPPF 'due weight' should be given to the relevant saved policies within the Local Plan and the weight given to these policies depending upon the degree of consistency with the NPPF. The starting point for determining this applications therefore remains the saved polices of the Local Plan. If there is a conflict between these saved policies and the NPPF, the NPPF takes precedence, however it should be read as a whole and in context. In accordance with paragraph 215 of the National Planning Policy Framework (NPPF) 'due weight' should be given to the relevant saved policies in the FBLP, the weight given dependent on the degree of consistency with the NPPF.

The saved policies of the now dated FBLP will be replaced by the emerging Fylde Local Plan to 2030. A consultation exercise has been completed on the 'Preferred Option' of Part 1 to this Plan which included strategic locations for development and development management policies. Policy SL2 – The Blackpool Periphery strategic location for development included the application site – Land East of Cropper Road Farm (M1) as a mixed use site, with the site proposed to include residential and employment land. Although of limited weight in the decision making process, policies in the emerging Local Plan are a material consideration. Further to this following public consultation on the preferred options a responses report has been produced in the relation to the document as a whole. This document has been approved by the Cabinet Member for Planning and Development. Paragraph 216 of the NPPF states weight should be given to these emerging Local Plan policies according to their stage of preparation, the extent to which there are unresolved policy objections and the degree of consistency with the NPPF.

The starting point in determining planning application remains the saved policies of the Local Plan. If there is a conflict between these policies and the NPPF then the NPPF should take precedence but be read as a whole and in context. The NPPF is a material consideration in planning decisions and should be given considerable weight. Thus, the statutory starting point is the development plan and development that accords with an up-to-date Local Plan should be permitted, unless material considerations indicate otherwise. The NPPF seeks sustainable development. Paragraphs 7 and 8 of

the NPPF explain that there are three dimensions to sustainable development - economic, social and environmental - which are mutually dependant, so that gains in each should be sought jointly and simultaneously.

Need for residential development

Under the Fylde Borough Local Plan the whole of this application site is outside of any settlement boundary in Fylde and is land allocated as open countryside under Policy SP2. This Policy restricts the majority of development to preserve its rural character, with the exceptions generally limited to agricultural or other such uses. New residential development, retail and commercial development as proposed is clearly contrary to this Policy and so it is important to assess whether there are any material considerations that would justify overruling this Policy objection. If there are not then a reason for refusal because of the conflict with the Local Plan allocation would be appropriate. It is accepted that the FLP is dated, work has been going on for some time on the emerging Local Plan, including where major strategic housing sites will be located. The application site is proposed within Policy SL2 – The Blackpool Periphery Strategic Location to be a mixed use development. The principle of the development proposed is, therefore, in line with the site's allocation in the emerging Local Plan and would thus comply with that aspect of the development plan, however the split between employment and residential uses needs to be considered. The NPPF states that there is a need for the planning system to perform an economic, social and environmental role. In a social role, it is necessary that the planning system supports strong, vibrant healthy communities by providing the supply of housing required to meet the needs of present and future generations that reflects the community's needs. Local circumstances need to be taken into account. There is a presumption in favour of sustainable development and local planning authorities are urged to approve, without delay, development proposals that accord with the development plan. It advises that decision takers at every level should seek to approve applications for sustainable development where possible.

In section 6 of the NPPF 'Delivering a wide choice of high quality homes', it requires the significant boosting of housing and that local authorities should use their evidence base to meet the full objectively assessed needs for market and affordable housing in the housing market area. For market and affordable housing a five year supply of land should be maintained. Housing applications should be considered in the context of the presumption in favour of sustainable development (paragraph 47). Applying this policy context to the development requires considering the NPPF as a whole and assessing the weight which should be applied to SP2 and also considering the sustainability of the development and the balance of any positive or adverse impacts, within the NPPF context of seeking to boost housing supply and economic growth.

The NPPF requires that local planning authorities provide for housing land equivalent to at least a 5 year supply of the council's housing target. Despite not being tested, the Council's annual housing requirement is based on the range expressed in the SHMA as the most recent figure that is objectively based. The SHMA provides a range between 300 and 420 dwellings per annum. The Council's emerging housing figure suggests a minimum of 366 dwellings per annum would be required in order to deliver the objectives of the plan which is close to the mid point of the range suggested in the SHMA. At this current time the Council is unable to demonstrate the required 5 year supply of housing. The presumption in para 14 of NPPF is therefore activated and this is a strong factor to be weighed in favour of residential development proposals. If a scheme is considered to deliver sustainable development and not have any adverse impacts that would significantly and demonstrably outweigh the benefit in housing supply, that guidance is clear that planning permission should be granted. There is, therefore, a need to assess whether this particular proposal delivers housing at a scale and location that is sustainable, and if there are any other relevant factors to outweigh its development.

Does the proposal deliver sustainable development?

It is a basic planning principle that development should be directed to the most appropriate location, and the NPPF requires development to be sustainable. This is explained throughout the NPPF with its 'presumption in favour of sustainable development' which includes the economic, social and environmental sustainability of development. The sustainability of the location is a key aspect of this. The development is situated in close proximity to junction 4 of the M55 motorway and is also situated close to the route of a bus service and another cycle routes & pedestrian links. The proposal is for housing and employment in an area where housing development is already taking place all around the site and is also situated adjacent to the Whitehills employment area. A shop is proposed on the adjacent larger residential site which is currently being development. This combination of uses in close proximity to each other also offers the potential for a reduction in travel between the home, work and small scale convenience shopping. The development would not have any direct adverse impact on the built form of the nearest settlements, which is essentially the urban area of Blackpool. Also, there is potential for the additional residents that would accrue from this development to bring economic benefits to the nearest town and local centres and increased patronage of community facilities. Therefore, it is considered that the proposal amounts to a sustainable form of development. Previous appeals and applications have been allowed in the vicinity of the site, and these sites having been considered by Inspectors to be situated in a sustainable location. This has resulted in the formation of dwellings in this area and it is considered that the proposal will help to form critical mass that will help support other services such as bus services and other local facilities. Therefore whilst the application would be contrary to Policy SP2 of the Local Plan in this instance there is greater weight to be given to the NPPF due to the site's sustainable location and the NPPF's housing objectives and presumption in favour of sustainable development.

Mix of residential and employment uses

The proposed mix of employment and residential uses is considered appropriate. Site M1 – Land east of Cropper Road within policy SL2 – The Blackpool Periphery Strategic Location of the preferred options outlined that the site should be capable of delivering 250 dwellings and 11 hectares of employment land and as a consequence application 14/0818 was refused as it delivered no employment land. However the revised preferred options is looking to reduce the amount of employment land provided as a whole, the allocation is now called Cropper Road East (MUS1) and the balance between housing and employment has changed with the site now identified as providing 372 dwellings within the plan period and providing 6.5 hectares of employment land. As this application provides 1500 square metres of office space in an appropriate location adjacent to existing employment uses as well as providing dwellings for which there is an identified need the development is considered acceptable. Furthermore the proposed allocation does not state explicitly where the employment and residential areas should be and there is a large area of the proposed allocation which does not have any current planning permissions. It is important that the 1500 square metres of office space is included as part of the application as employment land and offices are still required at the site and having permission in place is necessary to see the sites development in accordance with the emerging Local Plan.

Impact of development on character of area

Whilst the principle of the development is accepted another issue is the impact of the development visually on the character of the area. In this case the application site consists of unused agricultural land which has effectively been sterilised by surrounding developments and has the benefit of

planning permission for employment. The NPPF states that the intrinsic character and beauty of the countryside should be recognised however in this case the site is not an area designated for its landscape quality and furthermore the application site is located to the east of Cropper Road with approved residential housing surrounding the site. This development to the south is currently under construction. It has to be acknowledged that the development will have some impact on the character of the area however it is considered that the degree of harm will be very limited. The site is effectively contained visually by surrounding development and as such will not appear unduly intrusive in views from any direction. The indicative layout shows the retention of hedgerow on the sites southern boundary which will help to soften the developments appearance and also matches that of the development to north and south. This application effectively fills the gap between developments already permitted. It is not considered the development will have a significant visual impact, it will be well contained and surrounded by residential dwellings and existing landscape features.

Principle of development summary

It is considered that the proposed development in this location is sustainable and complies with the three dimensions of sustainability outlined in the NPPF. Whilst contrary to the adopted Local Plan countryside allocation this plan is outdated and the site is proposed to be allocated as a mixed use site in the emerging Local Plan to 2030 which adds weight to the principle in favour of development. This development is for 80 dwellings and 1500 square metres of office space which is considered appropriate. The proposal would comply with the NPPF requirement that housing applications should be considered in the context of the presumption in favour of sustainable development. Furthermore, Fylde is not able to demonstrate that it currently has a 5 year supply of housing which is a material consideration of weight in favour of the proposal. The proposal would, therefore, contribute to meeting this identified need for dwellings in the emerging Local Plan and the housing supply for the Borough as a whole as well as providing employment land for which the allocation requires. The site is considered to be a suitable location for development and the development is acceptable in principle.

Layout/Residential amenity

The application is an outline application with all matters reserved asides for access into the site. Appearance, layout and scale are matters reserved for future consideration however the illustrative masterplan submitted shows the access road for the residential element entering the application site through the existing housing permission at a central point of the site, then running to the east and west with access roads of it and the dwellings grouped around these roads. The indicative layout shows 80 dwellings. The current layout is considered to be too intensive and whilst the area set aside for residential development is appropriate in size that there are too many dwellings located in it, and consequently the layout is currently unsatisfactorily. Whilst an appropriately spaced layout that would not harm the residential amenity of existing dwellings or those currently being constructed around the site could be achieved, the indicative one submitted is not acceptable. Therefore it is considered that the recommendation should be to approve but to delegate that approval to the Head of Planning to allow further negotiations around the layout and a reduction in numbers at the site.

Highways

The application has been made in outline with access a detailed matter for consideration. It is proposed that the residential element of the site will be served by the two accesses that serve the existing residential development and the employment site will be served from Hallam Way which

will be extended from the existing employment site. A pedestrian route from the employment site is proposed and this will need to be conditioned to be provided as part of the development. LCC Highways have considered the application and raise no objection. They have commented at length with regard to the submitted Transport Assessment which is reported above, and state that the proposal in this application will create less highways movements than the previously approved employment scheme albeit with more traffic going onto Cropper Road and not Hallam Way. They state that the layout needs improvement in order to secure public transport and the link to the site to the north but this can be undertaken at Reserved Matters stage. The following mitigation measures are required in order to make the development acceptable from a highways point of view;

- S278 Improvement Scheme to upgrade the Mova Signal Control at A583/Whitehill Road traffic signals prior to first occupation of the dwellings.
- S278 - Improvement Scheme on Cropper Road. This is yet to be agreed and will be subject to a condition. The scheme will include, for example, junction tables at the site access junctions on Cropper Road and a review of the existing priority give way traffic management to accommodate the change in the nature and use of Cropper Road (now supporting significant residential development) thus making best use of the existing highway network. LCC consider the trigger point for the improvement scheme should be prior to first occupation.
- S106 – A £10,000 contribution is required towards the wider improvements to the highway network in and around the Cropper Road/School Road Roundabout. These works to include a spiral marking scheme and improvements to entry width and flare length to deliver additional capacity on approaches of Lytham St Annes Way and School Road, including a review and changes to traffic management and signing on the approach routes of School Road, Cropper Road and Whitehill Road.
- LCC do not request and additional funding for public transport or cycle improvements but expect the developer to commit to the £492,000 contribution agreed in the original outline permission and 106. This S106 funding contribution, previously agreed for outline application 12/0717, will be used to improve connectivity to existing and proposed sustainable links to/from the wider network to support this application. This will somewhat mitigate the impact of this development by enhancing linkages for users of this proposed development.

With these contributions/off site works and conditions to meet these requirements in place there are no highways issues with the application.

Flood risk and drainage

The site is identified as being within an area designated on the Environment Agency's Flood Map as Flood Risk Zone 1. This is land defined as having a less than 1 in 1000 annual probability of flooding. All uses of land are regarded as appropriate within this zone. The application has been submitted with a FRA, this FRA states that as assessment of surface water flows from the existing undeveloped site that the maximum existing flow rate would be 23 l/s and therefore development should ensure that this maximum rate is not exceeded. It also states that ground investigation reports have not been provided. United Utilities have commented on this fact and state that because of this the FRA is inconclusive as infiltration has not been proved to be or not be a suitable method of surface water disposal. They state that if future site investigations prove that infiltration is not viable then in the line with the FRA the development must drain to a watercourse, ensuring that they do not drain into a public sewer. As this is an outline application the exact details are unknown but the FRA states that SUDs will be used to ensure that flows do not exceed existing levels, including flow control devices to restrict flows and store water on site. The proposed indicative masterplan shows ponds and suds located on the site between the employment and

residential uses. United Utilities have no objections to the development but request conditions relating to details of the discharge of foul and surface water to be submitted prior to the commencement of development and because of the size of the site the EA have not made any comments. The LLFA state that they have no objections and request conditions also, including that the development be carried out in accordance with the FRA, that any subsequent reserved matters application includes details of a surface water drainage scheme to be agreed and that a surface water lifetime management and maintenance plan is submitted to ensure the approved scheme is maintained. With these conditions in place it is considered that there will be no flooding risk to the occupier of the approved dwellings and offices or those in the surrounding area.

Ecology

The site benefits from planning permission for employment uses and ecology was considered in that application, the development of this site and its impact on Ecology has therefore been found acceptable and it is appropriate to repeat the conditions of that application. The application site is not designated for its nature conservation value and it is not adjacent to any designated sites. The surveys undertaken have been conducted to appropriate standards and proportionate to the potential of the site to support protected species. It is not considered that further ecological surveys need to be conducted prior to determining of the application. It is not considered that the development will cause substantive harm to nature conservation interests. There will be some minor impacts on local nature and precautions to protect these interests including no vegetation clearance during bird nesting season, protection of trees and hedgerow during construction and biodiversity enhancements to be incorporated into the scheme can be subject to planning conditions. Therefore with these conditions in place a scheme some degree of biodiversity enhancement will be possible in the development of the site. The report submitted shows there will not be any unacceptable effect on protected species or priority habitat subject to appropriate mitigation and compensation and conditions will be used to ensure this. It is considered that with mitigation the development of the site is acceptable.

Public open space

The Local Plan requires that open space be provided on site in residential developments of this scale in line with the amount per plot detailed in Policy TREC17, with appropriate provision made for the on-going maintenance of this. The outline nature of the application means that there can be no clarity on this matter, however the illustrative layout shows areas of open space within the development. There is the potential to link the proposed public space to that approved to the south of the site to make one larger area. It is considered that the proposal could comply with Policy TREC17 and so no reason for refusal on this matter is justified.

Affordable Housing

The Council's Strategic Housing team have not commented on the application, but have confirmed verbally that the findings of the Housing Needs Study remain valid and this indicates that there remains a shortage of affordable housing in all parts of the borough. If members are minded to approve the scheme, the applicant should be required to enter into a section 106 agreement to ensure the provision of up to 30% of the site as affordable dwellings, which would then be resolved through the usual reserved matters applications.

Education

At the time of writing the report LCC Education have not commented on the application, their views

will be reported to members in the late observations and an appropriate contribution secured by legal agreement.

Conclusions

The proposal is considered to form sustainable development, providing housing and employment land for which there is an identified need. The principle of the development is considered to be acceptable. There are no material considerations that could justify a refusal of the application however it is considered that amendments to the submitted layout are necessary and for that reason it is recommended that approval of the application be delegated to the Head of Planning.

Recommendation

That authority be granted to the Head of Planning and Regeneration for Planning Permission to be GRANTED subject to the resolution of layout issues and subject to the completion of a Section 106 agreement in order to secure:

- provision, retention and operational details for 30% of the proposed dwellings to be affordable properties
- a financial contribution of £10,000 towards improvements to the highway network around the Cropper Road/School Road roundabout.
- a financial contribution to be confirmed by LCC Education toward education.
- Potential variation of existing legal agreement at the site to reflect the change in balance of residential to employment uses on the site and so potential changes to highways infrastructure to support that revised land use.

The agreement will be expected to meet the full amounts quoted above in all cases, unless a viability appraisal has been agreed with the Local Planning Authority.

And subject to the following conditions (or any amendment to the wording of these conditions or additional conditions that the Head of Planning & Regeneration believes is necessary to make otherwise unacceptable development acceptable):

1. A subsequent application for the approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:

[a] The expiration of five years from the date of this permission;
or
[b] The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter approved.

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2. Before any development is commenced (a) reserved matters application(s) must be submitted to and approved by the Local Planning Authority in respect of the following reserved matters:

Nos. (1,2,3 & 5)

(Reserved matters are:-
1. Layout
2. Scale

3. Appearance
4. Access
5. Landscaping

This permission is an outline planning permission and details of these matters still remain to be submitted.

3. Prior to the commencement of the development hereby approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority which shall demonstrate how the infrastructure including the proposed vehicular access, turning area and services to the proposed employment land shall be delivered, and how this access will be linked to the proposed dwellings for pedestrians. This scheme shall be implemented to the satisfaction of the Local Planning Authority, prior to the occupation of the first dwelling.

In order to ensure a satisfactory comprehensive development of the whole site.

4. A detailed scheme of landscaping for the proposed landscape buffer shall be submitted to and approved in writing by the Local Planning Authority, prior to construction of the development hereby approved. The landscaped buffer shall be implemented simultaneously with the residential development to the satisfaction of the Local Planning Authority and maintained in perpetuity.

To ensure a satisfactory standard of development.

5. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Whitehills FRA, ELLUC, Rev 1, 3/12/2014) and the mitigation measures detailed within the FRA.

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

Reasons: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure safe access and egress from and to the site, and to reduce the risk of flooding to the proposed development and future occupants

6. Prior to the commencement of any development, details of the foul drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. No building shall be occupied until the approved foul drainage scheme has been completed to serve that building, in accordance with the approved details. This development shall be completed maintained and managed in accordance with the approved details.

Reason: To reduce the risk of flooding to the proposed development, elsewhere and to future users.

7. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to

and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To reduce the risk of flooding to the proposed development, elsewhere and to future users.

8. No development shall take place until a plan detailing the protection and/or mitigation of damage to populations of Water Vole, a protected species under The Wildlife and Countryside Act 1981 as amended and their associated habitat during construction works and once the development is complete. Any change to operational, including management, responsibilities shall be submitted to and approved in writing by the local planning authority. The Water Vole protection plan shall be carried out in accordance with a timetable for implementation as approved.

Reason: This condition is necessary to protect the Water Vole population and their habitat within and adjacent to the development site. Without it, avoidable damage could be caused to the nature conservation value of the site.

9. As part of any reserved matters application and prior to the commencement of any development the following details shall be submitted to, and approved in writing by, the local planning authority, in consultation with the Lead Local Flood Authority.

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

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

Reasons: To ensure that any subsequent detailed drainage strategy for the development satisfies Paragraph 103 of the NPPF and Paragraph 80 of Section 10 of the PPG, and to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, and to reduce the risk of flooding to the proposed development, elsewhere and to future users, and to ensure that water quality and bathing water quality is not detrimentally impacted by the development proposal.

10. No development shall take place until a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.
- The scheme shall include the following elements:
- a) detail extent and type of new planting (NB planting to be of native species)
 - b) details of maintenance regimes
 - c) details of any new habitat created on site
 - d) details of treatment of site boundaries and/or buffers around water bodies
 - e) details of management responsibilities

Reason: In order to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.

11. The development permitted by this planning permission shall be carried out in accordance with the recommendations (chapter 6) of the approved Ecological Assessment prepared by TEP (report ref:3689.01) November 2012 and the mitigation measures shall be implemented prior to occupation of the first dwelling/employment unit.

In order to secure adequate compensatory and mitigation of the potential disturbance of ecological habitat involved in the development proposed.

12. The reserved matters application shall retain all existing lengths of hedgerow within the proposed residential development area except for where their removal is required for the formation of access points, pavements/cycleways & visibility splays or in other limited circumstances where an equivalent or greater length or hedge is provided as a replacement and has been previously agreed in writing by the Local Planning Authority. No removal, relaying or works to existing hedgerows shall be carried out between March and August inclusive in any one year unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect habitats which have the potential to support breeding birds.

13. Before the development hereby permitted is commenced measures shall be agreed with the Local Planning Authority for the safeguarding and protection of existing trees from damage by development works, storage of materials and operation of machinery. The area within which trees are growing shall be adequately fenced off with chestnut paling or other similar fencing to the satisfaction of the Local Planning Authority before any development is commenced, or material brought into the site. No vehicles shall pass into this area, no materials shall be stored there, no waste shall be tipped or allowed to run into the area, no fires shall be lit and no physical damage to bark or branches shall be allowed. Any pruning or other treatment to trees shall be competently carried out only after agreement with the Local Planning Authority.

To safeguard the visual amenities of the neighbourhood.

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

Reason: To secure the appropriate excavation and recording of any archaeological deposits that may survive on the site

15. The on-site provision of public open space shall be in accordance with the provisions of Policy TREC17 of the Fylde Borough Local Plan and shall include facilities for children's play provision in accordance with a scheme of which shall be agreed by the Local Planning Authority and constructed and made available for use in accordance with a timetable for construction which shall be approved in writing by the Local Planning Authority.

Reason: In order to secure the provision of public open space in accordance with Development Plan policy.

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

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

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

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

17. No development shall take place in any individual phase of the development hereby approved, unless there has been submitted to and approved in writing by the planning authority and by the radar Operator - NATS (En-route) plc, either:

- i. detailed plans for the proposed buildings in that individual phase, demonstrating that there

would be no detrimental impact upon the operation of the St. Annes Radar; or,

- ii. details of a scheme to mitigate any detrimental impact upon the St. Annes Radar.

Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

Reason: in the interests of aircraft safety.

- 18. No part of the development hereby approved shall commence until a scheme for the construction of off-site works of highway improvement over the length of Cropper Road between B5410 Lytham St Annes Way and A5230 Progress Way have been submitted to, and approved by the Local Planning Authority in consultation with the appropriate Highway Authority.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority(s) that the final details of the highway scheme/works are acceptable before work commences on site.

- 19. No development shall take place until a Construction Method Statement has been submitted to, and approved in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- vii) a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
- viii) a Management Plan to identify potential ground and water contaminants
- ix) a scheme to control noise during the construction phase.
- x) hours of operation

Reason: To maintain the operation and safety of local streets and the through routes in the area during site preparation and construction.

- 20. Development shall not begin until a phasing programme for the whole of the development and for the highways works referred to, has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved phasing programme.

Reason: To define the permission and in the interests of the proper site development.

21. No part of the development hereby approved shall commence until the agreed improvement over the length of Cropper Road between B5410 Lytham St Annes Way and A5230 Progress Way has been constructed.

Reason: To maintain and enhance the operation and safety of the local highway network.

22. Prior to first occupation of the dwellings hereby approved, the S106 contribution relating to offsite sustainable transport (public transport, pedestrian and cycle route provision) has been paid in line with agreed triggers.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that these sustainable transport links can be substantially completed at an early stage in the development of the site and hence effect the modal choice of the occupants; in order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions.

23. Prior to first occupation hereby approved, the s106 funding for the highway improvement scheme at Cropper Road/Lytham St Annes Way Roundabout shall be paid in full. The scheme to be delivered will be subject to detailed design.

Reason: In order to maintain network reliability and safety and ensure that residents of the development have satisfactory access to services and facilities.

24. Prior to the first occupation of the development hereby permitted, a Full Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan to include objectives, targets, measures to achieve targets, monitoring, and implementation timescales and continue with the provision of a travel plan co-ordinator. The approved plan(s) will be audited and updated at intervals as approved and the approved plan(s) be carried out.

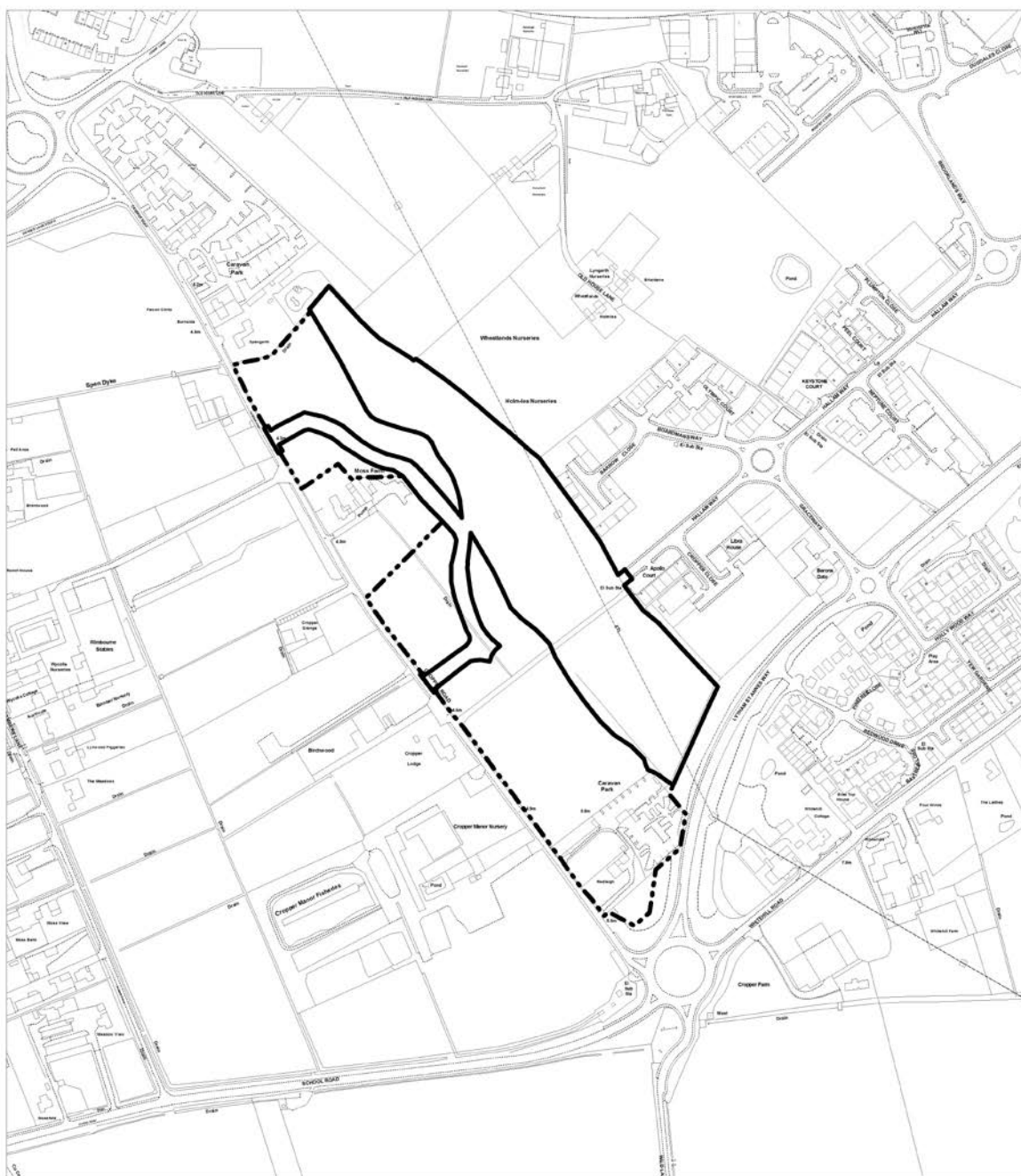
Reason: To ensure that the development provides sustainable transport options.

25. There shall not at any time in connection with the development hereby permitted be planted hedges, trees or shrubs over 1m above the road level within any visibility splay required to maintain safe operation for all users.

Reason: To ensure adequate visibility splays are maintained at all time.

26. The developer shall fund the investigation, consultation and advertisement of Traffic Regulation Orders for a review of the speed limit on Cropper Road. If the process concludes in changes to TRO's, the developer shall fund the subsequent implementation of necessary measures.

Reason: To maintain and enhance the operation and safety of the local highway network.



| | | | |
|---------------------------------------|---|---|---------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0472 | Address Land to the rear of Moss Farm, Cropper Road, Westby | Grid Ref. E.3346 : N.4327 | Scale 0 25 50 75 100 m |

Item Number: 11

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|------------------------|
| Application Reference: | 15/0508 | Type of Application: | Variation of Condition |
| Applicant: | Wm Morrison Supermarkets Plc | Agent : | Peacock and Smith Ltd |
| Location: | W M MORRISON SUPERMARKETS, MILL STREET, KIRKHAM, PRESTON, PR4 2AQ | | |
| Proposal: | PROPOSED VARIATION OF CONDITION 13 OF PLANNING PERMISSION 5/96/0652 TO CHANGE STORE SERVICING TIMES TO ALLOW THEM AT ANYTIME EXCEPT BETWEEN 23.00 TO 6.00 WEEKDAYS AND SATURDAYS, AND 23.00 TO 7.30 SUNDAY MORNINGS | | |
| Parish: | KIRKHAM NORTH | Area Team: | Area Team 1 |
| Weeks on Hand: | 11 | Case Officer: | Alan Pinder |
| Reason for Delay: | Need to report at Committee | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

This application relates to the Morrisons supermarket located within Kirkham town centre that was granted planning and constructed in the mid-1990s. That planning permission included a series of conditions and the proposal under consideration here is to extend the morning start time that deliveries can be received at the store from the current 6.30am (Mon-Sat) and 8.00am Sundays to 6.00am (Mon – Sat) and 7.30am Sundays. No changes are proposed to the store's customer opening times.

This request is made to assist with the efficient operation of the store, particularly in respect of provided fresh food to the store for its daily opening time. The council's Environmental Protection Team do not have any records of complaints about early morning noise from the current delivery operation and raise no objection to this slight relaxation of it. With this in mind, and the balance to be struck between commercial operations and residential amenity in this location, it is considered that the request is a reasonable one and so the application is recommended for approval.

Reason for Reporting to Committee

The Parish Council has raised objection to the application and so the officer recommendation for permission to be granted requires that the decision is made by the Development Management Committee.

Site Description and Location

The application site is a Morrison's supermarket and is located on Mill Street in Kirkham which is a street off Poulton Street and serves the store and Kirkham Community Centre only. The site is

within the Town Centre as defined in the Fylde Borough Local Plan. The delivery yard is located to the south of the store and so is closest to the site entrance and is surrounded by properties at Town End which are also in the defined town centre and are predominantly commercial, but with some residential uses at upper floors.

Details of Proposal

Planning permission is sought to vary the wording of condition 13 attached to the original planning permission (ref. 96/0652) for this retail store. As originally approved this read:

Servicing of the store shall not be undertaken after 23.00 hours or before 06.30 hours, Monday to Saturday. On Sundays, Public and Bank Holidays servicing shall not take place after 23.00 hours or before 08.00 hours. The reason for this being "To protect the residential amenity of the neighbouring residential properties."

The proposed variation as submitted was to bring forward the time that the earliest deliveries could be received so that the revised wording allow deliveries at any time except between 23.00 and 5.00 Weekdays and Saturdays, and 23.00 to 7.00 Sunday mornings. This has been revised following discussions with the applicant's agent to reduce the bring the early morning delivery time forward by 30 mins to 6.00am Monday – Saturday and to 7.30 on Sundays.

The supporting statement explains how a significant proportion of deliveries to stores are made through the night as this allows produce to be received, unloaded and placed in the store prior to opening, the delivery movements do not add to congestion, and the delivery vehicles can be more efficiently unloaded at this time. The current hours are said in this statement to be insufficient to allow delivery vehicles to be unloaded, products to be unpacked, and the merchandise to be placed on the shelves prior to the store opening at 7am weekdays and 10am at weekends.

The application does not propose any changes to the customer opening times of the store.

Relevant Planning History

| Application No. | Development | Decision | Date |
|------------------------|---|-----------------|-------------|
| 05/0369 | REMOVAL OF SIX EXISTING UNCOVERED TROLLEY BAYS TO BE REPLACED BY FIVE NEW COVERED TROLLEY BAYS. | Granted | 11/05/2005 |
| 05/0209 | ADVERTISEMENT CONSENT FOR VARIOUS EXTERNAL STATIC SIGNS | Granted | 29/04/2005 |
| 05/0219 | EXTENSION TO EXISTING WAREHOUSE | Granted | 05/05/2005 |
| 01/0405 | PROPOSED CAR VALETING UNIT AT SAFEWAY CAR PARK | Refused | 15/08/2001 |
| 97/0585 | INSTALLATION OF 1.8M DIAMETER SATELLITE ANTENNA TO FLAT ROOF | Granted | 10/09/1997 |
| 97/0523 | ERECTION OF STEEL ARCHWAY TO COMMEMORATE 700TH CHARTER ANNIVERSARY | Granted | 10/09/1997 |
| 97/0141 | ADVERTISEMENT CONSENT TO DISPLAY VARIOUS SIGNAGE | Granted | 14/04/1997 |
| 96/0652 | AMENDMENT TO APP NO. 5/95/0821 FOR EXTENSION TO APPROVED FOOD RETAIL STORE | Granted | 06/11/1996 |

| | | |
|---------|--|------------|
| 95/0821 | AND THE ERECTION OF NEW COMMUNITY CENTRE (INCL. ANCILLARY CAR PARKING) ERECT FOOD RETAIL STORE, CHURCH MEETING ROOMS, PUBLIC CAR PARK, C/U GROUND FLOOR OF 80 POULTON STREET TO OFFICE NEW DISABLED ACCESS TO 52-64 (inc) POULTON STREET. DEMOLITION OF DWELLINGS, CHURCH HALL & CLOSURE OF MILL ST | 24/04/1996 |
|---------|--|------------|

Relevant Planning Appeals History

None

Parish/Town Council Observations

Kirkham Town Council notified on 06 August 2015 and comment: *"Objection on the grounds that these are unsociable hours within a residential area."*

Statutory Consultees and Observations of Other Interested Parties

Environmental Protection (Pollution)

There are concerns despite the details in the application, that there is a potential for noise nuisance as a result of early morning deliveries. I would ask that a compromise is reached and allow for an additional half an hour so times are 23.00-06.00 Monday to Saturday and 23.00 – 07.30 Sundays, Public and Bank Holidays.

Neighbour Observations

| | |
|-----------------------------------|---|
| Neighbours notified: | Letters sent to 101 surrounding properties on 06 August 2015 |
| Site Notice Date: | 20 August 2015 |
| No. Of Responses Received: | Two letters of objection |
| Nature of comments made: | The proposed change to the earlier delivery times of 05.00 and 07.00 hours in the mornings would be detrimental to the amenity of nearby residential properties. They refer to the noise from the car park (and especially evening use) carries to properties on Barnfield. |

Relevant Planning Policy

Fylde Borough Local Plan:

| | |
|------|---|
| SP01 | Development within settlements |
| SH09 | New development in town centres (general) |
| SH14 | Design of large retail stores |
| EP27 | Noise pollution |

Other Relevant Policy:

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

Environmental Impact Assessment

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

Comment and Analysis

Condition 13 of planning permission ref. 96/0652 states:

Servicing of the store shall not be undertaken after 23.00 hours or before 06.30 hours, Monday to Saturday. On Sundays, Public and Bank Holidays servicing shall not take place after 22.00 hours or before 08.00 hours

This condition was imposed to protect the amenity of the neighbouring residential properties. Hence the main issue to consider in the determination of this application is again the potential impact on the amenity of neighbouring residential properties.

The variation originally sought by this application proposed to allow the store to be serviced from 05.00 hours on Mondays to Saturdays, and from 07.00 hours on Sundays and Public Holidays. Given the proximity of residential properties to the store delivery area it is considered that these much earlier times would likely have an unacceptably detrimental impact on the early morning amenity of nearby residents. However the council's Environmental Protection Team have advised they are supportive of revised servicing times to allow the store to be serviced 30 minutes earlier than currently permitted, i.e. from 06.00 hours on Mondays to Saturdays and from 07.30 hours on Sundays. The applicant's agent has confirmed that these revised times would be acceptable to the applicant.

The Town Council and two neighbours have submitted objections to this application based on the much earlier servicing times originally proposed by the application. No re-consultation has been carried out following the revision to propose later servicing times, which may now adequately address the amenity concerns raised. However given the original objection of the Town Council, and as the original condition was imposed by Committee it is appropriate that the Development Management Committee determine how to proceed.

Conclusions

Taking into account the Environmental Protection Team's support for these revised times, the need to protect residential amenity, and the commercial operational need for earlier servicing times, it is considered on balance that a variation of condition 13 to allow servicing of the store to carry on 30 minutes earlier on each day is acceptable.


Recommendation

That condition 13 of Planning Permission ref. 96/0652 be varied as proposed below:

13. Servicing of the store shall not be undertaken after 23.00 hours or before 06.00 hours, Monday to Saturday. On Sundays, Public and Bank Holidays servicing shall not take place after 23.00 hours or before 07.30 hours

To protect the amenity of the neighbouring residential properties



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| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0508 | Address W M Morrison Supermarkets, Mill Street, Kirkham | Grid Ref. E.3423 : N.4321 | Scale 0 6 12 18 24 m  |

Item Number: 12

Committee Date: 07 October 2015

| | | | |
|-------------------------------|---|-----------------------------|----------------------------------|
| Application Reference: | 15/0540 | Type of Application: | Householder Planning Application |
| Applicant: | Mr Hart | Agent : | RDJ CREATIVE LTD |
| Location: | RICHMOND HOUSE, BLACKPOOL OLD ROAD, LITTLE ECCLESTON WITH LARBECK, PRESTON, PR3 0YQ | | |
| Proposal: | INSTALLATION OF 2M HIGH SLIDING ENTRANCE GATE TO FRONT ENTRANCE | | |
| Parish: | | Area Team: | Area Team 1 |
| Weeks on Hand: | 8 | Case Officer: | Rob Clewes |
| Reason for Delay: | Not applicable | | |

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application property is a detached dwelling located within the village of Little Eccleston and fronting onto Blackpool Old Road which is the main road through the village. The application is submitted retrospectively and relates to the erection of a sliding gate to the front boundary of the property.

This gate, as it exists, is clearly visible in the street scene due to its size and finished colour. Although large the gate is not considered so intrusive that the character of the street scene is detrimentally harmed. However it is considered that the colour of the gate should be changed in order to present a softer appearance that can be achieved via a condition. There is not considered to be any detrimental impact to highway safety and the application is recommended for approval subject to the appropriate condition.

Reason for Reporting to Committee

This application has been brought before the Development Management Committee as the officer recommendation for approval is in conflict with the objection from the Parish Council.

Site Description and Location

The application property is a detached house located within the settlement boundary of Little Eccleston and on the northern side of Blackpool Old Road. This stretch of Blackpool Old Road has varying styles and designs of properties with vehicular accesses on both the northern and southern sides of Blackpool Old Road. The front boundaries are mainly characterised by vegetation and low walls.

Details of Proposal

The proposal is a retrospective application for a 2m high sliding gate across the existing access to the property. The gate is 5.3m wide and is sited immediately on the edge of the property with the road

at a point where there are no footways.

Relevant Planning History

| Application No. | Development | Decision | Date |
|-----------------|---------------------|----------|------------|
| 84/0369 | TWO DETACHED HOUSES | Granted | 18/07/1984 |

Relevant Planning Appeals History

None

Parish/Town Council Observations

Little Eccleston with Larbreck Parish Council notified on 18 August 2015 and comment:

"The Council object to the proposal and draw your attention to clause 6 of planning application 5/84/0369. This gate is on the edge of the curtilage and as such the carriageway is blocked when the owners are waiting for the electric gate to retract thus causing a road hazard for vehicles exiting the A586 onto Blackpool Old Road. This work has already been completed and this Council takes a dim view of retrospective applications".

Statutory Consultees and Observations of Other Interested Parties

Lancashire County Council - Highway Authority

Comments - No objections

Neighbour Observations

Neighbours notified: 18 August 2015
Site Notice Date: 27 August 2015
No. Of Responses Received: 1 letter of objection received
Nature of comments made:

This raises objection on the basis that the appearance is not in keeping with the village and is too tall. They also refer to the gate encroaching onto the highway and should be moved back to avoid the potential for vehicles hitting each other when they pass.

Relevant Planning Policy

None

Fylde Borough Local Plan:

| | |
|------|--------------------------------|
| SP01 | Development within settlements |
| HL05 | House extensions |

Other Relevant Policy:

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

Site Constraints

None

Environmental Impact Assessment

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

Comment and Analysis

The main issues regarding this application are:

Design and impact to the street scene
Impact to highway safety

Design and impact to the street scene

The property is a detached house with a parking and turning area to the front. The driveway is open across around half of the frontage width, with a 2m high hawthorn hedge across the other half. This gate is positioned at the boundary of the property with the road and has a sliding mechanism so that when it is open it slides to the outside of the hedge. It is around 2m in height and has a metal construction with a series of vertical poles that alternate in height between 1m and 2m to give a denser arrangement at the bottom and a more open arrangement at the top half. The metal is painted a blue/green colour with the top of each pole having a gold feature. The name of the property is inserted in gold letters across the centre of the gate and there are 2 flower features to the top part.

The gate is undoubtedly large due in height and width and has an appearance that is usually found on a grand house with a lengthy driveway, rather than a suburban type house in a village location. Its height of 2m is higher than any of the few other entrance gates in the surrounding area. The only the entrance gates comparable can be seen Leckonby Lodge and Leckonby Hall (situated at the eastern end of Little Ecclestone) however these gate are set back from the highway, are smaller in size and have the benefit of being between brick gate posts.

Whilst its size is considered large the property does benefit from a high front boundary hedge which assists in reducing the impact of the overall size of the gate when the gate is closed as it is of a similar colour and height and so gives the impression of bearing a continuation of that hedge in more distant views, and particularly when open as the gate sits comfortably against the backdrop of the hedge. It is considered that this mitigation could be improved further if the gate were to be more of a natural green colour to reduce its prominence and better match the evergreen hedge colour. This can be achieved by an appropriately worded condition and is considered, on balance, to allow the gate to have an acceptable appearance in the streetscene.

Impact to highway safety

The gate is immediately adjacent to the edge of the carriageway, which is an issue raised by the local residents and the Parish Council. They refer to a condition on the planning permission under which the house was built that required any gates to be set back by 2.7m, although it is difficult to see what benefit this would bring given that a car is generally 5m long.

In its closed position the gate will prevent access to the driveway and require a vehicle to wait on

the road to enter the property. This is not an ideal situation, particularly when it is sited close to a junction as is the case here. However, this part of Blackpool Old Road is reasonably wide and will allow other vehicles to safely pass a waiting vehicle. This ensures that the gate is not of sufficient detrimental impact to highway safety to be considered unacceptable. Lancashire County Council highways department raised no objections to the proposed gate on highway safety grounds.

Conclusions

The application property is a detached dwelling located within the village of Little Eccleston and fronting onto Blackpool Old Road which is the main road through the village. The application is submitted retrospectively and relates to the erection of a sliding gate to the front boundary of the property.

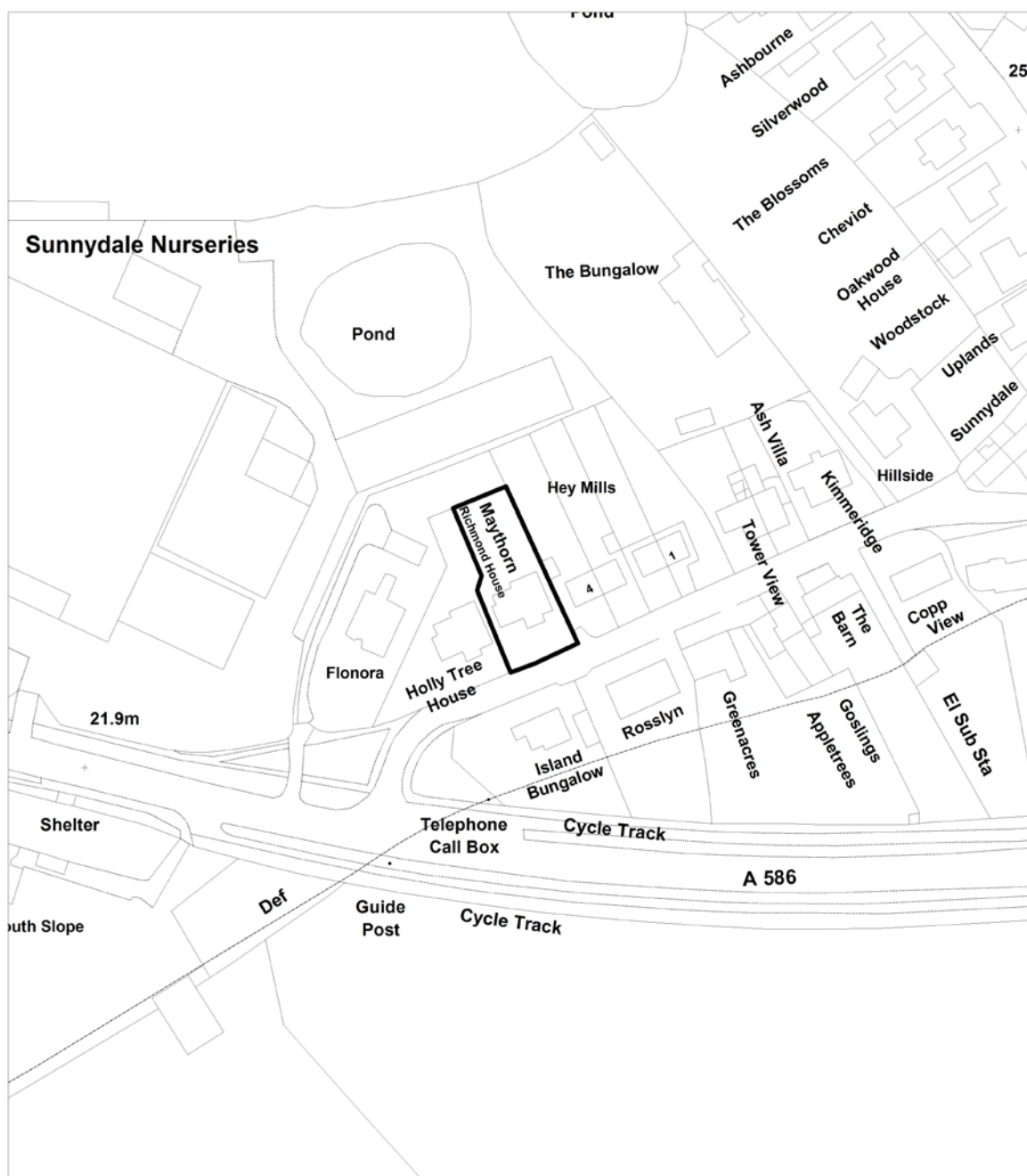
This gate, as it exists, is clearly visible in the street scene due to its size and finished colour. Although large the gate is not considered so intrusive that the character of the street scene is detrimentally harmed. However it is considered that the colour of the gate should be changed in order to present a softer appearance that can be achieved via a condition. There is not considered to be any detrimental impact to highway safety and the application is recommended for approval subject to the appropriate condition.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The gate, hereby approved, shall be painted in the colour of RAL 6005 (Verde Muschio) within 3 months of the date of this permission and shall thereafter be retained that colour.

To ensure a satisfactory appearance of the gate to minimise the intrusion into the streetscene and impact on the amenity of the locality.



| | | | |
|---------------------------------------|---|---|-----------------------------|
| Development Services Fylde Council | | (c) Crown Copyright and database right (2015). Ordnance Survey (100006084). | |
| Application No. 5/15/0540 | Address Richmond House, Blackpool Old Road, Little Ecclestone | Grid Ref. E.3419 : N.4403 | Scale 0 6 12 18 24 m |

LIST OF APPEALS DECIDED

The only appeal decision received between 28/08/2015 and 23/09/2015 relates to the application below and was withdrawn by the applicant.

Rec No: 1

14/0628

ROSSENDALE NURSING HOME, 96 WOODLANDS ROAD, Written
LYTHAM ST ANNES, FY8 4EP Representations
RE-SUBMISSION OF APPLICATION 14/0212 - ERECTION RT
OF TIMBER SHED TO SIDE TO HOUSE BIOMASS BOILER
AND WOOD PELLET STORE AND SITING OF ASSOCIATED
HOPPER - RETROSPECTIVE APPLICATION.

Appeal Decision: Withdrawn: 16 September 2015

DECISION ITEM



| REPORT OF | MEETING | DATE | ITEM NO |
|----------------------|----------------------------------|-----------------|---------|
| DEVELOPMENT SERVICES | DEVELOPMENT MANAGEMENT COMMITTEE | 07 OCTOBER 2015 | 6 |

INFRASTRUCTURE DELIVERY PLAN (THE IDP)

PUBLIC ITEM

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

SUMMARY

The production of an Infrastructure Delivery Plan (IDP) to accompany a Local Plan is a statutory requirement for the Local Planning Authority.

The Fylde Local Plan to 2032 contains policies to accommodate all of the growth identified in the borough within the strategic and non-strategic locations for development; including the distribution and phasing of development over the plan period. The plan includes the Council's Revised Preferred Option for allocating sites for housing, employment, mixed uses, commercial, retail, tourism, leisure and recreational development. Alongside all of the policies to accommodate the level of growth required, the Local Plan also includes development management policies such as the protection of the natural environment and heritage assets.

The IDP, which accompanies the Local Plan deals with **physical infrastructure** including transport, utilities, waste management, flood risk and coastal defence; **social (community) infrastructure** including education, health and social care, emergency services, neighbourhood and community facilities; and **green infrastructure**, required to accommodate all of the growth identified in the RPO version of the Local Plan. Appendix 1 of the IDP lists the infrastructure delivery agencies and Appendix 2 of the IDP sets out the infrastructure delivery schedule (the IDS). The IDS highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the Local Plan.

Infrastructure providers have been involved in the preparation of the draft IDP in order to ensure that all of the requisite infrastructure is in place to overcome existing shortfalls and to accommodate the level of growth proposed in the Local Plan. The comments of the infrastructure providers have been used to inform the preparation of both the IDP and the RPO version of the Local Plan. The technical assessments will be made available as part of the public consultation into the RPO version of the Local Plan and the IDP, which is planned to commence on 15 October 2015 for seven weeks.

RECOMMENDATIONS

1. Issue the draft Infrastructure Delivery Schedule alongside the Revised Preferred Option version of the Fylde Local Plan to 2032 for public consultation in Autumn 2015.
2. That delegated authority is given to the Head of Planning & Regeneration (following consultation with the Chairman and Vice Chairman of the Development Management Committee) to make typographical amendments to the text of the draft Infrastructure Delivery Plan (the IDP).

CORPORATE PRIORITIES

| | | | |
|--|---|--|---|
| To Promote the Enhancement of The Natural & Built Environment (Place) | √ | To Encourage Cohesive Communities (People) | √ |
| To Promote a Thriving Economy (Prosperity) | √ | To Meet Expectations of our Customers (Performance) | √ |

SUMMARY OF PREVIOUS DECISIONS

Cabinet 27 November 2013 – Local Plan Progress Report and Funded Budget Increase Request

Cabinet RESOLVED to agree to the revised resource plan detailed in appendix to the report and approve a budget increase in the sum of £105,000 (2013/14 £25,132 & 2014/15 £79,868) to be fully funded from estimated additional planning application fee income generated during 2013/14 in the sum of £85,000 and Neighbourhood Planning Grant in the sum of £20,000.

Portfolio Holder Decision 17 July 2014 – Preferred Options – Consultation Feedback

That the Portfolio Holder approves the content of the Responses Report, to assist in the development of the Revised Preferred Option of the Local Plan (Part 1) to 2030.

That the Portfolio Holder approves the Responses Report for publication on the Council's website.

Cabinet 26 November 2014 – Fylde Local Plan to 2030

Cabinet RESOLVED to approve Option 3 to prepare a Local Plan Part 1 and Part 2 combined, for Fylde covering a 15 year period from adoption on the grounds that it is the best value revised option and the complete plan is delivered sooner;

Cabinet RESOLVED to approve the resource plan for Option 3 as described at appendix 4 of the report in a total additional sum of £226,700 to be fully funded by a combination of estimated additional planning fee income and by virements from existing approved budgets;

Cabinet NOTED the revised re-phasing of expenditure as set out in appendix 4 to match the revised delivery timetable.

Development Management Committee 17 June 2015 – Revised Preferred Option version of the Local Plan to 2032 – members agreed the following five recommendations:

1. Issue the draft Revised Preferred Option version of the Fylde Local Plan to 2032 for public consultation in Autumn 2015, following consultations with the infrastructure providers regarding the quantum and distribution of development proposed in the draft plan; and the carrying out of the following technical assessments into the draft plan: Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment, Equalities Impact Assessment, Rural Proofing Assessment and a Viability Assessment.
2. Approve the draft policies in the housing chapter (Chapter 10: Provision of Homes in Fylde) for

immediate use as 'Interim Housing Policies' for use by the Development Management Committee and for decisions determined under Delegated Authority by the Head of Planning and that the existing Interim Housing Policy on the website be removed.

3. That the draft Masterplan Policy in Chapter 7 (Strategic Locations for Development) be approved with immediate effect for use by the Development Management Committee and for decisions determined under Delegated Authority by the Head of Planning.

4. That delegated authority is given to the Head of Planning (in consultation with the Chairman and Vice Chairman of the Development Management Committee) to make any amendments to the text of the draft Local Plan, including typographical errors, together with the drafting of maps to accompany the Revised Preferred Option document.

5. That delegated authority is given to the Head of Planning for the preparation of a Policies Map, which will accompany the Revised Preferred Option version of the Fylde Local Plan to 2032. The Policies Map will include all of the sites allocated for development, together with areas of constraint including the Green Belt and nature conservation sites, and infrastructure projects.

Development Management Committee 16 September 2015 – Revised Preferred Option version of the Local Plan to 2032 – members agreed the following four recommendations:

RECOMMENDATIONS

1. To issue the draft Revised Preferred Option version of the Fylde Local Plan to 2032 for public consultation in Autumn 2015.

2. To authorise the Head of Planning (following consultation with the Chairman and Vice Chairman of the Development Management Committee) to make any further amendments to the text of the Revised Preferred Options version of the Local Plan, the draft Infrastructure Delivery Plan (the IDP) and the accompanying maps subject to relevant addendum sheets being issued to members.

3. To endorse the proposed approach to consultations detailed in the report.

4. That the proposed site allocations at Valentine's Kennels and land east of Wildings Lane be deleted from the Revised Preferred Option Document.

THE INFRASTRUCTURE DELIVERY PLAN (THE IDP)

1. A draft Infrastructure Delivery Plan for Fylde (IDP), incorporating an Infrastructure Delivery Schedule (IDS), has been prepared to accompany the RPO version of the Local Plan. The Plan and the IDP will run to 31 March 2032, to ensure a 15 year plan from the anticipated date of adoption in 2017.

2. The IDP identifies infrastructure projects which will assist in accommodating all of the growth (housing, employment and mixed use development) proposed in the RPO version of the Local Plan.

3. The IDP will seek to establish what additional infrastructure and service needs are required to support and accommodate the level of development and growth proposed in the Fylde Local Plan. Fylde Council is planning to provide land for the delivery of a minimum of **7,700 new homes** between 2011 and 2032, together with approximately **56.3 Ha** of employment land over the same period of time. The Local Plan identifies four **Strategic Locations for Development**: Lytham and St Annes; Fylde-Blackpool Periphery; Warton; and Kirkham and Wesham, which together will accommodate the majority of the planned new growth.

4. The draft IDP has been developed as a result of extensive dialogue with infrastructure and service providers. The IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It will be a mechanism

for improving delivery of facilities and services for the benefit of local communities and will provide a robust framework that will support bids for funding and assist decision making.

5. Infrastructure can take many forms – it can be defined in physical, green and community terms and is essential to support objectives of increased housing provision, economic growth, improving access and connectivity, mitigating climate change, and of creating thriving and sustainable communities. In addition to housing and job opportunities, supporting infrastructure including green energy, utility services, transport, schools, open space, community, health and leisure services, are all needed.
6. The draft IDP uses the term ‘infrastructure’ in its broadest sense to mean any service or facility that supports Fylde and its population. It includes, but is not restricted to the following:
 - **Transport:** highways, air travel, rail, trams, bus, cycling, pedestrian, coach parking and park and ride.
 - **Education:** nursery and pre-school, primary, secondary, further, higher, and adult education.
 - **Energy:** gas and electricity generation and provision.
 - **Water:** supply, wastewater and surface water drainage, flood defences and flood risk management.
 - **Information and communications technology:** telecommunications, broadband and cable television.
 - **Health:** hospitals, health centres/GP surgeries, dental practices, pharmacies and hospices.
 - **Green Infrastructure network:** open space, parks, children’s play areas, sports pitches and courts, country parks and accessible natural green space, allotments and burial facilities.
 - **Emergency services:** police, fire service, ambulance and HM coast guard.
 - **Community services:** libraries, community centres, youth services, social services, older peoples support, special needs and disability and places of worship.
 - **Affordable housing.**
 - **Culture and leisure:** museums and galleries, performance venues, sports and fitness centres.
 - **Public realm.**
 - **Waste management:** refuse collection and disposal, recycling.
7. While the term infrastructure is very broadly defined, this does not mean that the IDP seeks to cover in detail all of the above items. That would make the process unmanageable. The draft IDP seeks to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some key items of infrastructure, in particular those that are critical to delivering the new Fylde Local Plan.
8. A Delivery Schedule of key infrastructure projects is included in Appendix 2 of the IDP. The key infrastructure projects are those required to accommodate the quantum and distribution of development that is being proposed in the Local Plan. The schedule highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the Local Plan.
9. Following the Development Management Committee meeting on 17 June 2015, infrastructure providers were asked to suggest amendments to the text of the IDP and the Revised Preferred Option version of the Local Plan and make comments on the IDS, checking that the details were accurate; adding the details of infrastructure projects that have not been included; filling-in any gaps wherever possible. At the same time, statutory consultees, including Natural England, Historic England and the Marine Management Organisation were contacted and asked to

comment on the draft documents. The comments and changes proposed by the infrastructure providers and statutory consultees have been taken on board and the amended IDP is currently being subjected to technical assessments, including a Sustainability Appraisal and Viability Assessment. The technical assessments will be made available for consultation as part of the the Local Plan and IDP consultation.

Community Infrastructure Levy (the CIL)

- 10.** The traditional mechanism for securing on-site provision of infrastructure to serve the needs of a particular development is a planning obligation negotiated under Section 106 of the Town and Country Planning Act, 1990. The Community Infrastructure Levy Regulations 2010 make significant changes to that position.
- 11.** The Delivery Schedule in Appendix 2 of the draft IDP schedule will inform the development of the council's 'Regulation 123 List' under the regulations.
- 12.** Where an authority has published a regulation 123 list, infrastructure projects or types of infrastructure included in the list are to be financed by a levy charged directly on chargeable development, rather than through section 106 agreements. Councils will no longer be able to require a section 106 agreement for infrastructure projects or types included on its regulation 123 list. Regardless of whether a council has published a regulation 123 list, the regulations also impose significant restrictions on the ability of authorities to pool infrastructure contributions made through section 106 agreements.
- 13.** The amount of the levy on particular developments will be determined through a formula related to the scale and type of the scheme. The monies must be spent on the local and sub-regional infrastructure set out in the regulation 123 list. CIL differs from previous Section 106 regimes in that:
 - 1) It will capture a much wider range of development thereby sharing the burden, whereas Section 106 had tended to focus mainly on larger schemes; and
 - 2) It breaks the direct link between the obligation and the development, so that infrastructure spending can be managed at a strategic level. Planning obligations through Section 106 agreements will still continue alongside CIL, but they will only be available for a restricted number of purposes.
- 14.** Whilst CIL is expected to provide significant additional monies for infrastructure, it will not replace existing mainstream funding. Core public funding will continue to bear the main burden and councils will need to utilise CIL alongside other funding streams to deliver infrastructure plans locally.
- 15.** At the meeting on 30 March 2015, the Full Council agreed to develop a CIL. Consultants have been commissioned to prepare a preliminary draft charging schedule, which will be subject to consultation and to an examination, similar to a public inquiry, prior to its adoption by the council as the charging schedule. The IDS in Appendix 2 of the IDP will be developed by the council to form a Regulation 123 list of infrastructure projects, in accordance with the CIL Regulations.

Monitoring and Updating the Infrastructure Delivery Plan

- 16.** The draft IDP is at the beginning of a process to integrate the capital investment programmes of various services, partner organisations and infrastructure and service providers with planning for new development. The baseline position within the IDP will allow Fylde Council to continue to prioritise spending and address funding gaps.
- 17.** The IDP has been produced as a working document which can be updated through active monitoring to inform service and spatial planning decisions. Progress on the delivery of

infrastructure, to serve the planned levels of growth in the Local Plan, will be reviewed as part of ongoing monitoring and reporting mechanisms.

| IMPLICATIONS | |
|---|---|
| Finance | The Council's approved Revenue Budget for 2015/16 contains provision for the resources required to ensure delivery of the Local Plan and the Infrastructure Delivery Plan in accordance with the decision made by Cabinet on 26 November 2014 and the delivery timescale contained therein. There are no additional finance resource implications arising from this report. |
| Legal | None |
| Community Safety | None |
| Human Rights and Equalities | A joint Health and Equalities Impact Assessment is currently being undertaken. The results of the assessment will be issued for consultation alongside the Revised Preferred Option version of the Local Plan and the Infrastructure Delivery Plan in Autumn 2015. |
| Sustainability and Environmental Impact | A Sustainability Appraisal is currently being undertaken which will be issued for consultation alongside the Revised Preferred Option version of the Local Plan and the Infrastructure Delivery Plan. |
| Health & Safety and Risk Management | None |

| LEAD AUTHOR | TEL | DATE | DOC ID |
|-----------------|--------------|----------------|--------|
| Michael Eastham | 01253 658695 | Date of report | |

| LIST OF BACKGROUND PAPERS | | |
|--------------------------------|------|---|
| Name of document | Date | Where available for inspection |
| Fylde Local Plan Evidence Base | | http://www.fylde.gov.uk/council/planning-policy--local-plan-/local-development-framework/evidence-base/ |

Attached documents

1. The Draft Infrastructure Delivery Plan (IDP), September 2015.



The Infrastructure Delivery Plan (IDP)

September 2015

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DRAFT

1.0 Introduction

- 1.1** The new Fylde Local Plan will guide development up to the year 2032, and will eventually replace the current adopted Fylde Borough Local Plan (As Altered: October 2005). The new Local Plan contains a Vision and a Development Strategy that sets out how the council would like Fylde to develop up to 2032. The Local Plan sets out plans and policies which provide for the needs of the area, addressing climate change and achieving high quality design, good accessibility and community involvement.
- 1.2** The Infrastructure Delivery Plan – hereinafter referred to as the IDP - will seek to establish what additional infrastructure and service needs are required to support and accommodate the level of development and growth proposed in the Fylde Local Plan. Fylde Council is planning to provide land for the delivery of a minimum of **7,700 new homes** between 2011 and 2032, together with approximately **59.1 Ha** of employment land over the same period of time. The Local Plan identifies four **Strategic Locations for Development**: Lytham and St Annes; Fylde-Blackpool Periphery; Warton; and Kirkham and Wesham, which together will accommodate the majority of the planned new growth.
- 1.3** This draft IDP has been developed as a result of extensive dialogue and consultation with infrastructure and service providers. The draft IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It will be a mechanism for improving delivery of facilities and services for the benefit of local communities and will provide a robust framework that will support bids for funding and assist decision making.
- 1.4** Infrastructure can take many forms – it can be defined in physical, green and community terms and is essential to support objectives of increased housing provision, economic growth, improving access and connectivity, mitigating climate change, and of creating thriving and sustainable communities. In addition to housing and job opportunities, supporting infrastructure including green energy, utility services, transport, schools, open space, community, health and leisure services, are all needed.

What is infrastructure?

- 1.5** This draft IDP uses the term 'infrastructure' in its broadest sense to mean any service or facility that supports Fylde and its population. It includes, but is not restricted to the following:
- **Transport:** highways, air travel, rail, trams, bus, cycling, pedestrian, coach parking and park and ride.
 - **Education:** nursery and pre-school, primary, secondary, further, higher, and adult education.
 - **Energy:** gas and electricity generation and provision.
 - **Water:** supply, wastewater and surface water drainage, flood defences and flood risk management.
 - **Information and communications technology:** telecommunications, broadband and cable television.

- **Health:** hospitals, health centres/GP surgeries, dental practices, pharmacies and hospices.
- **Green Infrastructure network:** open space, parks, children's play areas, sports pitches and courts, country parks and accessible natural green space, allotments and burial facilities.
- **Emergency services:** police, fire service, ambulance and HM coast guard.
- **Community services:** libraries, community centres, youth services, social services, older peoples support, special needs and disability and places of worship.
- **Affordable housing.**
- **Culture and leisure:** museums and galleries, performance venues, sports and fitness centres.
- **Public realm.**
- **Waste management:** refuse collection and disposal, recycling.

1.6 While the term infrastructure is very broadly defined, this does not mean that this draft IDP seeks to cover in detail all of the above items. That would make the process unmanageable. This draft IDP seeks to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the new Fylde Local Plan.

1.7 A Delivery Schedule of key infrastructure projects is included in Appendix 2 of this IDP. The key infrastructure projects are those required to accommodate the quantum and distribution of development that is being proposed in the Local Plan. The schedule highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the Local Plan. The schedule will also inform the development of the Regulation 123 List which will comprise part of the Community Infrastructure Levy - hereinafter referred to as the CIL.

Policy Context

1.8 The National Planning Policy Framework (the Framework) sets out a '**presumption in favour of sustainable development**' and the government is committed to ensuring that the planning system supports sustainable economic growth. This means that the planning system should encourage, not act as an impediment to, sustainable growth.

Planning Positively for Infrastructure

1.9 It is crucial that the Local Plan and the IDP are written positively so as to enable the level of growth and infrastructure required in the borough to meet the objectives, principles and policies of the Framework. One of the core planning principles set out in paragraph 17 of the Framework is that planning should drive and support sustainable economic development, and this includes the delivery of infrastructure. Paragraph 21 requires that planning policies should recognise and seek to address potential barriers to investment, including any lack of infrastructure.

- 1.10** Specifically, Local Plans should include strategic policies for the provision of transport infrastructure, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy. The council should work with other authorities and infrastructure and service providers to assess the quality and capacity of this infrastructure and take account of the need for strategic infrastructure, including nationally significant infrastructure within their areas.
- 1.11** Paragraph 156 of the Framework also requires strategic policies for the provision of health, security, community and cultural infrastructure and other local facilities. To deliver these facilities, paragraph 70 says that planning policies and decisions should plan positively for the provision of shared community facilities and other local services to enhance the sustainability of communities and residential environments.

Collaborative Working

- 1.12** For a Local Plan to be considered '*sound*' at examination, the Plan should be positively prepared and based on a strategy that seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so. The Plan must also be effective, which includes that it should be based on effective joint working on cross-boundary strategic priorities (the Framework, paragraph 182).
- 1.13** The Framework emphasises the requirement to plan strategically across local boundaries. For example, paragraph 31 says that councils should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development and paragraph 180 says that councils should work collaboratively with utility and infrastructure and service providers. Paragraph 181 states that councils will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross boundary impacts, in order that the Local Plan will be able to provide the land and infrastructure necessary to support current projected future levels of development.

Delivery of Infrastructure

- 1.14** For a Local Plan to be considered '*sound*' at examination, the Plan must be effective, which includes that it should be deliverable over its period. Councils should ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. This requires that the council understands district-wide development costs at the time the Local Plan is drawn up. For this reason, infrastructure and development policies should be addressed concurrently (the Framework, paragraph 177).
- 1.15** To achieve sustainable development, paragraph 173 of the Framework requires careful attention to viability and costs. To ensure viability, the costs of any requirements likely to be applied to development, including requirements for contributions towards the provision of infrastructure, should provide competitive returns to the land owner and developer to enable the development to be deliverable.

Methodology

- 1.16** Engagement with infrastructure and service providers began at an early stage in the Local Plan process, so that major infrastructure issues (that could affect the way the borough is developed in the future) could be identified at an early stage. In doing this, the council has been able to proactively prepare the Local Plan in accord with infrastructure needs and provision.
- 1.17** In 2010, the council held meetings with various infrastructure providers, and these meetings centred on the deliverability of sites identified in the Strategic Housing Land Availability Assessment (SHLAA). In respect of these sites, the council sought to understand infrastructure issues, including whether there are significant infrastructure deficits in the borough and whether the sites identified in the SHLAA could be accommodated in line with existing or planned provision of infrastructure.
- 1.18** Engagement with infrastructure and service providers has continued as the Local Plan has developed. Following the Issues and Options consultation on the Local Plan in June-July 2012, the council began to identify strategic sites for housing, employment and mixed-use development. In November 2012, an informal consultation took place with infrastructure and service providers, who were informed of potential strategic sites that could be included in the Local Plan: Preferred Option. A further round of consultations with the infrastructure and service providers took place in summer 2015 on the strategic and non-strategic sites that comprise the council's Revised Preferred Option for development over the lifetime of the Local Plan to 2032. During the two rounds of consultations, the council requested that infrastructure and service providers supplied information for each site in relation to the following questions:
- Can each site be accommodated within your existing or planned provision?
 - Can each site be accommodated with appropriate upgrading of infrastructure? If so, what infrastructure would be required, what would be the financial cost and how could this be met? Over what timescale, could the infrastructure be delivered?
- 1.19** The information obtained from these two rounds of consultation have assisted the council in sequentially assessing which sites should be included and be carried forward in the Revised Preferred Option version of the Local Plan, so that the proposed level of growth, including new homes, jobs and other commercial, retail, leisure development proposed for the borough can be met.
- 1.20** A new Playing Pitch Strategy is being prepared jointly by the council and KKP consultants. The Open Space, Sport and Recreation Study will be updated prior to the Examination in Public (EiP); and a Facilities Review will also be undertaken. The outcome of these three pieces of work may reveal a need for further sporting and recreation facilities and/or improvements to existing sites. If this is the case, then the infrastructure requirements will be updated.

Community Infrastructure Levy

- 1.21** It is anticipated that the council will begin the development of a CIL after consultation on the Revised Preferred Option version of the Local Plan. The CIL will

comprise a charging schedule and a Regulation 123 List of infrastructure projects or areas. CIL is the Government's response to the need for development to contribute to the provision of infrastructure either directly or indirectly related to the development in question; and the view that the planning obligations (Section 106) provisions provided only a partial and variable response to capturing funding contributions for infrastructure.

- 1.22** Under the CIL, Councils are empowered (but not required) to set a charge for most developments, through a formula related to the scale and type of the scheme. The monies must be spent on local and sub-regional infrastructure which supports the development of the area. CIL differs from previous Section 106 regimes in that:

- 1)** it will capture a much wider range of development thereby sharing the burden, whereas Section 106 had tended to focus mainly on larger schemes; and
- 2)** it breaks the direct link between the obligation and the development, so that infrastructure spending can be managed at a strategic level. Planning Obligations through Section 106 agreements will still continue alongside CIL, but they will only be available for a restricted number of purposes.

- 1.23** Whilst CIL is expected to provide significant additional monies for infrastructure, it will not replace existing mainstream funding. Core public funding will continue to bear the main burden, and councils will need to utilise CIL alongside other funding streams to deliver infrastructure plans locally.

How the Infrastructure Delivery Plan should be used

- 1.24** This draft IDP is a draft document and is work in progress. It is based upon information accumulated from infrastructure and service providers over the last four years. The council is therefore particularly interested in the views of infrastructure and service providers on the content of this document. The council requires up-to-date information on the infrastructure that is required to support the level of growth that is set out in the Revised Preferred Option version of the Local Plan. There are currently gaps in information, and it may be that some of the information in this draft IDP is outdated. Information received from infrastructure and service providers during this consultation into the draft IDP will ensure that is up-to-date and robust before the EiP into the Local Plan.

Next Steps

- 1.25** As the inclusion of the strategic and non-strategic development sites becomes more certain through the progression of the Local Plan towards EiP and adoption, more detailed information will be available from infrastructure and service providers. The submission of more detailed information will enable the council to finalise the phasing of the sites and identify the principal infrastructure that is required to support development proposed in the Local Plan. This infrastructure, along with other major infrastructure projects that are planned within the plan period up to the year 2032, are identified in the Infrastructure Delivery Schedule set out in Appendix 2 of this IDP.

DRAFT

Physical Infrastructure

DRAFT

2.0 Transport

Highways

- 2.1** Highways England is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The strategic road network in Fylde consists of the M55 motorway and its junctions and the A585(T) north of the M55. The council needs to demonstrate that the proposals in the Local Plan will not have a significant detrimental impact on the strategic road network.
- 2.2** Lancashire County Council (LCC) is the Highway and Transport Authority for Fylde and is responsible for the local highway network, the production of the Local Transport Plan (LTP) and its Implementation Plan. LCC has also prepared the draft Fylde Coast Highways and Transport Masterplan, which was issued for consultation in January and February 2015. The Masterplan provides a transport evidence base to inform future highways and transport strategy development and the basis for future decisions on infrastructure planning and strategic priorities for the area. The draft IDP refers to all of the highway and public transport schemes and initiatives that are proposed in the Fylde Coast Highways and Transport Masterplan.
- 2.3** Central Government funding processes for local transport infrastructure changed with effect from April 2015. The Local Growth Fund includes a significant amount of local transport funding from the outset. In addition to funding for local major transport schemes, over 40% of the Integrated Transport Block grant funding currently received directly by local transport authorities will be included, thereby reducing the amount of guaranteed funding going forward. Access to the Local Growth Fund is competitive and secured through a Growth Deal negotiated between the Government and the Local Enterprise Partnership. (LCC Environment Commissioning Plan for Fylde 2015 – 16, May 2015)

M55 (Junction 4) to Heyhouses Link Road (i.e. The M55 to St Annes Link)

- 2.4** The M55 (Junction 4) to Heyhouses Link Road has planning permission as part of the development of 1,150 homes at Queensway, St Annes. This Link Road, which will be identified on the Policies Map that will accompany the Publication version of the Local Plan, will improve access to and from junction 4 of the M55 from St Annes, accommodate the additional traffic generated by the Queensway development (**site HSS1**) and improve access to the Royal Lytham and St Annes Golf Club. The northern section of the road, just south of Junction 4 (M55), has been constructed as part of a retail development and a section to the south has also been completed. The estimated cost of the Link Road is £21 million, which will be funded with LGF support. (LCC Environment Commissioning Plan for Fylde 2015 – 16, May 2015). An east-west road will also be provided as part of the Queensway development in order to provide access to the housing scheme.
- 2.5** The new link road will provide a direct route between the M55 at junction 4 and the A583 Preston New Road to the B5261 Blackpool Road in St Annes. It will give better access to development sites, including Whitehills and Blackpool Airport, to new housing at Heyhouses and for tourism. The scheme will also provide some

congestion relief and allow Wild Lane to be used as a sustainable transport link by pedestrians, cyclists and equestrians.

A585 Skippool – Windy Harbour Improvements

- 2.6** This Highways England scheme proposes a new offline bypass of Little Singleton. This scheme would remove the current bottleneck at Five Lane Ends and give the opportunity to improve the A585(T) Mains Lane / A588 Shard Road junction. It could also remove rat-running traffic from Singleton. Work on developing this scheme is at a very early stage of options development, so as yet the form the improvements will take is not known. Preferred Options will be put to a public consultation during 2016, before the formal consultation process to seek a Development Consent Order begins in 2017. At this stage, it is anticipated that start of works would begin in 2019/20 and be delivered in 2021/22, well within the plan period.

M55 (Junction 3) to Norcross Link Road

- 2.7** There is significant traffic congestion on the A585(T) at peak times, and development proposed in the emerging Wyre Local Plan and Wyre's adopted Fleetwood-Thornton Area Action plan will place additional pressure on this route. The proposed 'blue route' (M55 Junction 3 – Norcross Link Road) would alleviate this traffic congestion and would improve north-south road links north of the M55 and enhance accessibility to and from Fleetwood. The route is not presently shown as being safeguarded in an adopted Development Plan. The A585 Corridor Study will look at the scale and scope of the problems on the A585(T) and set out how they could develop over the next ten years or so.
- 2.8** The funding for the blue route is uncertain. The cost is estimated to be around £150 million at 2012 prices but this could rise to £200 million, taking account of inflation. If the blue route was to go ahead, funding could not be obtained within the lifetime of the Fylde Local Plan. Nevertheless, the Local Plan should show the route as a protected line, at least until the Multi-Modal Study presents its findings.

Preston Western Distributor Road

- 2.9** The Preston Western Distributor Road is a proposed road linking the M55 near Bartle, through the construction of a new junction (junction 2), with the A583 east of Clifton, as identified in the adopted Central Lancashire Highways and Transport Masterplan, 2013. In addition to the Distributor Road there will be an East-West Link Road through the North West Preston strategic housing area, north of Cottam, together with a Cottam Link Road to the Preston Western Distributor Road. The construction of the Preston Western Distributor Road will improve road access to the Enterprise Zone at BAE Systems, Warton, the wider Fylde Coast and serve new housing on land in north-west Preston. The adopted route for the Preston Western Distributor Road and the Cottam Link Road will be shown on the Policies Map, which will accompany the next version of the Local Plan – the Publication version.
- 2.10** The delivery of the new Preston Western Distributor Road between the M55 and the A583 will:

- Improve access from the motorway network to the Enterprise Zone at BAE Systems, Warton.
- Give easier access westwards without having to use narrow country lanes.
- Provide options to avoid peak hour congestion in Preston city centre for east-west journeys.
- Give access to the motorway network without using M55 Junction 1 at Broughton, which is still busy after its redesign in 2013.
- Enable provision of a new rail station west of Cottam (i.e. Cottam Parkway), to serve new housing development and act as a Park and Ride station and as a possible link to the national high speed rail network in the longer term.
- Allow bus priority measures, public realm enhancements and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane / Woodplumpton Road and A583 Riversway corridors and in Lane Ends local centre (all within Preston).

2.11 The relationship of the proposed new distributor road to the North-West Preston strategic housing area (at Higher Bartle) will be critical to ensuring that the new road is fully and properly utilised by local commuting traffic.

2.12 The construction costs of the road and motorway junction are estimated to be £92 million. The funding sources are as follows:

- Growth Deal: £58 million (over 4 years)
- Highways England: £25 million
- LCC: £9 million

2.13 The latest estimates from LCC are that the East-West Link Road through the North West Preston strategic housing area will open by spring 2017. Works on the Preston Western Distributor Road and Cottam Link Road are timetabled to begin in 2017, with the roads opening in 2019.

M55 junctions

2.14 Further work is planned at junction 1 of the M55 at Broughton, Preston to overcome traffic congestion at peak times, in addition to the improvement works which took place in 2013. Works at junction 32 of the M6, have improved the northbound link between the M6 and the M55, by forming a 5 lane motorway over a limited stretch of the road. Highways England has confirmed that significant development in the vicinity of junction 4 of the M55 (i.e. the Fylde-Blackpool Strategic Location for Development) would not have a major significant impact on junction 1 at Broughton.

Warton

2.15 It is anticipated that Warton will expand its role to a Local Service Centre during the lifetime of the Plan, when development identified in the Local Plan in the Warton Strategic Location for Development has taken place. In view of this, the council will work with LCC to determine the potential increase in traffic through Warton that would be generated from the development of the strategic sites in this location.

Next steps

- 2.16** The council will approach Highways England and LCC to present detailed modelling to understand the impact of the proposed strategic sites on both the strategic and local road networks, as well as to define what infrastructure upgrades are required. Highways England will assist the council in understanding, defining and agreeing these impacts and infrastructure requirements.

Bus Services

- 2.17** LCC works with local bus operators to provide bus services in the county. Lancashire has an extensive network of services, from high frequency services serving urban areas, to rural services providing a vital community link.
- 2.18** Bus routes are generally provided by commercial operators who determine the route and frequency of services. As Fylde is predominantly a rural borough with a relatively low population, bus services are often infrequent and some areas are not served by public transport.

Bus Services and Future Development in Fylde

- 2.19** In terms of future development, bus services are easier to upgrade than rail services, and would be relatively quick to implement. LCC aim for bus services to be in operation before a development is completed, in order to influence how people use public transport. However, this is dependent on the developer paying Section 106 contributions at an early stage. There may not be a bus service in the future if that service would subsequently require subsidy. More imaginative solutions will be pursued. Public transport connections to new development will be an essential requirement both for sustainability and to manage traffic growth. Moving forward, there will be a need to ensure that any form of public transport provided to enable development can be self-supporting in the long term without requiring further public subsidy.

Lytham and St Annes

- 2.20** Bus services in Lytham and St Annes are most frequent towards the coast, particularly to and from Blackpool. Bus services further inland are generally less frequent and bus services to other settlements, particularly Kirkham, Wesham and the rural settlements are also infrequent.
- 2.21** **Site HSS1** (Queensway, St Annes) is situated on the northern edge of St Annes where bus services are infrequent.
- 2.22** **Site HSS2** (Heyhouses Lane, St Annes) is better integrated into the settlement and is close to a frequent bus service along Church Road in St Annes.

Fylde-Blackpool Periphery

- 2.23** The nearest bus service for **site MUS1** (Cropper Road East, Whitehills) is at Lytham St Annes Way, south of the site. This, along with the bus service that would serve **site MUS2** (Whyndyke Farm, Preston New Road, Whitehills), is a half hourly service that connects to Blackpool, Kirkham and Wesham, but not to Lytham or St Annes.
- 2.24** **Sites HSS4** (Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor) and **ES5** (Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) are more accessible by bus, with frequent services into Lytham, St Annes and Blackpool. However, Kirkham and Wesham are not easily accessible by bus from these sites.

Warton

- 2.25** Warton is accessible by bus to and from Blackpool, Lytham, St Annes, Freckleton and Preston. However, access to Kirkham, Wesham and the Tier 1 and Tier 2 rural settlements is poor. Measures should be considered, such as the creation of green routes for pedestrians and cyclists in Warton to Lytham Road, where there are bus services.
- 2.26** **Site HSS7** (Highgate Park, Lytham Road, Warton) is well integrated into the settlement and has good access to the frequent bus service along Lytham Road.

Kirkham and Wesham

- 2.27** Bus services to and from Kirkham and Wesham from Blackpool, Lytham, St Annes, Warton, Freckleton and most of the borough's rural settlements are infrequent. However, Preston and the rural settlements of Newton and Clifton are significantly more accessible by bus to and from Kirkham and Wesham, with frequent services.
- 2.28** In light of the electrification of the Blackpool to Preston railway line, LCC will work with local bus operators to improve public transport connectivity with this improved service and improve links along the Blackpool-St Annes-Preston corridor, as stated in the LTP3 Implementation Plan.

Next steps

- 2.29** The council will liaise with LCC to determine what infrastructure upgrades could be facilitated through developer funding and other measures so that the proposed strategic and non-strategic sites have appropriate access to sustainable transport.

Rail Services

- 2.30** Network Rail own and operate Britain's rail infrastructure, and have an obligation to maintain and enhance the network. Network Rail does not own passenger or commercial freight rolling stock. Although it owns over 2,500 railway stations, most are managed by train operating companies. Enhancements to rail infrastructure are not determined by Network Rail, but are solutions offered by Network Rail to outputs specified by the Government, unless the enhancement is performance related to meet targets.

- 2.31** Network Rail operates under five-year control periods. Network Rail is planning for the next Control Period (CP6) 2019-2024.

Electrification

- 2.32** Electrification of the rail network is currently underway in the North West, and is included in Network Rail's delivery plan for CP6. Electrification of the Blackpool North to Preston line is scheduled to be completed within the plan period. When completed, most of the rolling stock will be able to run at 90mph, compared to the current maximum of 75mph, thus reducing journey times. Trains will be able to accelerate faster, brake faster, cause less track damage and will also be more economical to run.
- 2.33** Electrification will bring greater service reliability with the potential for increased capacity and improved links to Manchester, Manchester Airport and Liverpool. To electrify, Network Rail need to co-ordinate track renewals and replace signalling in order to deliver modern day standards. The track, signalling and electrification structures at Blackpool North Station are all subject to the electrification and enhancement scheme, and it is likely to have two platforms extended to accommodate the longer 'Pendolino' class trains.
- 2.34** Electrification is being delivered by Network Rail in partnership with train operating companies and other stakeholders. The cost of electrification in the North West is being funded from the £1.3 billion allocated by government for Network Rail's network electrification programme.

Direct London - Blackpool Service

- 2.35** A direct London to Blackpool service, operated by Virgin Rail, started in December 2014. The service stops at Poulton-le-Fylde and Preston.

South Fylde Line

- 2.36** Through an extension to the original SINTROPHER project, LCC has been able to secure further funding to carry out a specific South Fylde Rail Connectivity Study. The Connectivity Study will look at the future role of the South Fylde Line and how it can be enhanced, including the best way to enhance the role of the Line in providing a southern gateway to Blackpool. The Connectivity Study will also establish what the most viable and cost effective way of linking the South Fylde Line and the Blackpool Tramway would be and what benefits such a link would bring. The two lines lie only 300 metres apart in places, but if they were to be connected, then the Fylde Coast would have a through rail service from end to end.

North Fylde Line

- 2.37** Electrification of the Blackpool North line will result in changes to a number of stations. The layout of Kirkham Station may change, enabling through trains to be able to travel faster past the station, and potentially to serve a greater market than it does at the moment. An Access for All scheme could provide compliant disabled

access at Kirkham station, if an option for a new platform is progressed as part of the electrification scheme. There is also potential to increase car parking capacity at the station, through the provision of a park and ride - giving it a far greater potential to attract users among residents and businesses in the surrounding area. The smaller stations on the Fylde Coast also have the potential to serve greater markets than they do at the moment. In order to establish just what potential these stations have, LCC will undertake a North Fylde Line Station Viability Study, which will complement the work proposed for the Fylde Coast, which includes a Connectivity Study. The Viability Study will look both at potential users and also how LCC can work with other agencies to improve the attractiveness of the stations, particularly as part of an integrated, door-to-door sustainable travel network.

Cottam Parkway

- 2.38** The new parkway rail station, which will be located west of Cottam, will be accessed off the Preston Western Distributor and it is planned to be completed in 2022/23. The station offers a parkway service for the Fylde Coast. The potential for through services via the South Fylde Line could make the parkway even more attractive to visitors.

Rail access at the Strategic Locations for Development

Lytham and St Annes

- 2.39** There are three railway stations within this strategic location. These are located at St Annes, Ansdell and Lytham, and are situated on the South Fylde line that links Kirkham and Wesham to Blackpool South. Whilst the strategic location is well-served by railway stations, the train service is infrequent and unreliable and it is a single track. However, as stated above, there could be scope to increase the capacity of this line.

Fylde-Blackpool Periphery

- 2.40** **Sites MUS1** (Cropper Road East) and **MUS2** (Whyndyke Farm, Preston New Road, Whitehills) do not have rail access, although there could be scope to improve and / or create bus services to access railway stations at Blackpool from these sites. **Sites HSS4** (Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor) and **ES5** (Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) are situated in close proximity to Squires Gate station on the South Fylde line, and are also close to light rail (tram) access into Blackpool.

Warton

- 2.41** Warton has no rail access.

Kirkham and Wesham

- 2.42** Kirkham and Wesham railway station has the best and most frequent rail service in the borough. The development of the strategic sites at Kirkham and Wesham could provide opportunities to provide improved pedestrian, cycling and public transport access to and from the station.

Next Steps

- 2.43** The council will continue to liaise with LCC and Network Rail in the development of the South Fylde Line Study and the North Fylde Line Station Viability Study.

Blackpool Airport

- 2.44** Blackpool Airport is situated at the edge of the borough, south of Blackpool. The airport fronts Squires Gate Lane and currently comprises a mix of airport hangars, long stay surface car parking and sports pitches. Fylde Council supports the sustainable development of Blackpool Airport.
- 2.45** Enabling development comprises a 5 Ha strategic employment site (**site ES5** – Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor) on the north side of the airport. The development of this site will be essential for the long term future of the airport.
- 2.46** Generally, developments at the airport will be self-financing but some funding may be sought from public sources. Blackpool Airport is keen to ensure that funds will be available through the CIL for road infrastructure and other surface access improvements.
- 2.47** With no definite regeneration plans in place at the moment, this IDP cannot be specific about what measures may be needed in the future to support regeneration plans. However the site develops though, effective, sustainable transport links will be a key consideration, as travel to the site other than by car is currently difficult. In particular, access from rail or tram is very limited. However, proposals in the draft Fylde Coast Highways and Transport Masterplan, especially for the South Fylde Line, have the potential to make access very much easier. A Surface Access Strategy is required to enable improved public transport to and from the airport.
- 2.48** A plan for the regeneration of Blackpool Airport is currently being produced which will set out how the airport can best be developed now that it is no longer operating as an international airport.

Next steps

- 2.49** The council will seek to ensure that the need for a Surface Access Strategy at the Airport is included in the Local Plan.

Cycling Infrastructure

- 2.50** Cycling helps reduce congestion and carbon emissions, is good for health and wellbeing; importantly, it can also provide a low cost means of transport for access to employment and to education and is an important leisure pursuit. Cycle tourism also contributes to the economy, both directly and indirectly. The improvement of cycling infrastructure will therefore have multiple benefits.

- 2.51** Perceived highway safety is a major reason why people do not cycle. Cycling needs to be safe, attractive and convenient for residents and visitors to make every day journeys by bicycle in Fylde, and current infrastructure must be good enough to encourage more people to cycle. The provision of off-road cycle routes is one means of increasing the number of cyclists in the borough. However, there is currently only 13 km of off-road cycle routes in Fylde.
- 2.52** Current cycling infrastructure has the potential to only achieve a slight increase in cycle use. Some areas of Fylde are particularly unattractive for cyclists, for example the area south of the M55 at Peel Hill has poor links to Blackpool and St Annes.
- 2.53** The Fylde Coast Highways and Transport Masterplan proposes the creation of a Fylde Coast Cycle Network which will build on work already undertaken between Fleetwood and Star Gate and in Lytham and St Annes; as well as the Blackpool Explorer routes and initiatives that are underway such as Blackpool Green Corridor initiatives.
- Key to the Network will be the completion of the Fylde Coastal Way, which will ultimately be part of a high standard multi-user route linking the Guild Wheel to the Morecambe Bay Cycle Way. Whilst much of this route is already off-road, LCC will work towards ensuring that the whole length of the Way is a family-friendly, long distance route, suitable for all users. The Coastal Way will serve Warton Enterprise Zone.
 - LCC will also work to improve the towpaths of the Lancaster Canal to provide a long distance circular route that links Lancaster, Preston and the Fylde Coast. By linking with the minor road network, the canal also provides a route from Preston to Salwick and Kirkham.
 - The Coastal Way will form the spine of the wider network. Links in this network will provide one of two types of cycle route:
 - Explorer Mini-wheels, as the name suggests, will build on LCC's experience in delivering the Guild Wheel and the Explorer routes; the routes will be family friendly, multi-user, circular routes aimed at the leisure and tourist market. They will be designed to bring the maximum economic return to the area and will generally link to the Coastal Way or to the Lancaster Canal.
 - Green Spokes will build on the Green Corridors; LCC will seek to ensure that key employment destinations are accessible by cycle on safe routes that commuters feel comfortable using throughout the year. These routes will generally be linked to the Coastal Way, but may also radiate off Explorer Wheels.
- 2.54** LCC want to see improvements to cycle connections through the development of the Fylde Coast Cycle Network. Within Lytham and St Annes, measures will be carried out on the A584 and B5261 corridors to make them attractive to cycle on. Improvements will be made to the minor road network and to link cycle paths to make it more attractive to cycle from residential areas to town centres, shops, schools, colleges and the seafront. A key link is from the Queensway development to the coastal cycle route.

- 2.55** Developments on the west side of Kirkham are likely to result in improvements for cyclists on the A585 (Kirkham Bypass West) including a cycle path along the bypass and crossing facilities linking the development with the town. There is a need to continue the cycle network along the A583 south and to improve cycle links between Kirkham and Warton. There is an opportunity to develop Kirkham station as a hub for cycle/rail journeys. Building a cycle path along the A583 would link Kirkham with Preston and the Guild Wheel. Minor roads to the north, together with the canal towpath represent an alternative cycle route from Kirkham to Preston via Cottam. The provision of a cycle/bridleway alongside the proposed M55 to Heyhouses Link Road will offer a high quality cycle route from Lytham and St Annes to Peel. Developments on the Fylde – Blackpool Periphery should result in improvements to the network enabling cyclists to continue their journey to the east side of Blackpool. Improvements for cyclists on the A585 north of the M55 are likely to be carried out as part of Highway England's programme of improving cycle facilities on trunk roads.

Next Steps

- 2.56** The council will engage with LCC to establish in greater detail the cycling requirements in connection with the proposed level of growth identified in the Local Plan and how these will shape the proposed Fylde Coast Cycle Network.

Public Rights of Way, Footpaths and Bridleways

- 2.57** LCC is responsible for a network of 5,544km of public rights of way in Lancashire, including bridleways. There are 128km of public rights of way in Fylde including 18km of bridleways. There is scope to expand footpath and bridleway provision in Fylde, especially along the coast. Fylde Council is working with LCC on the creation of a coastal path from Starr Gate to Freckleton, further details of which are outlined in the Coastal Strategy. This would be part of the national footpath around the English coast. The bridleway network around Lytham Moss provides an opportunity to develop multi-user paths with the potential to link Lytham Hall Park and Park View Playing Fields at Lytham, or to link up with paths in the north towards Blackpool.

3.0 Utilities

Electricity

Electricity Transmission

- 3.1** National Grid is the operator of the high voltage electricity transmission system for Great Britain and its offshore waters, and the owner of the high voltage transmission system in England and Wales. National Grid is required to provide an efficient, economic and co-ordinated transmission system.
- 3.2** Currently, National Grid's high voltage electricity transmission lines within Fylde consist of the 400kV line that runs from Stanah substation in Wyre district, running south west through Fylde to the west of Kirkham, through to the Penwortham substation in South Ribble.
- 3.3** National Grid has stated that extra growth within Fylde is unlikely to have a significant effect upon National Grid's electricity transmission infrastructure, given the scale of the electricity transmission network.
- 3.4** A substantial amount of new electricity generation is planned to connect to the system in the North West region over the next few years. The key projects are:

Moorside Power Station – A new 3.2 Gigawatt (GW), nuclear power station proposed near Sellafield. National Grid is required to connect this power station to the transmission system by 2022, and to export power from the station by 2023.

Windfarm projects – A number of offshore windfarm projects are contracted for the North West to connect to Heysham Power Station. National Grid is required to export power from these wind farms, which will total 2.1GW capacity.

- 3.5** In order to meet these and other new connection requirements and to maintain sufficient levels of electricity generation to the region, major transmission infrastructure developments are required. The purpose of the North West Coast Connections project is to find the best way to reinforce the national electricity transmission system to provide the required new connections.
- 3.6** National Grid has selected the route corridor that is being taken forward to the next stage of the project for further development. The decision was made in June 2015 after carefully reviewing all the responses submitted to the consultation that was held in autumn 2014, together with all the feedback provided by key national and regional groups and organisations.
- 3.7** The route corridor selected to provide a complete connection for Moorside is made up of two parts including:
- o a route going onshore north from Moorside to a point on the existing grid network at Harker, near Carlisle; and
 - o a route going onshore south from Moorside across the Furness peninsula

then under Morecambe Bay, emerging at the new Middleton substation near Heysham in Lancashire

- 3.8** The route going onshore south with tunnel under Morecambe Bay would result in no significant infrastructure implications for Fylde.
- 3.9** National Grid is working in partnership with various stakeholders as the project develops. These include Britain's Energy Coast, NuGen, Electricity North West, councils, SLR and Hetherington Nuclear Consulting. The project is expected to be delivered early in the next decade and is anticipated to cost in the region of £500 million. The project aligns with Britain's Energy Coast, which is a £2 billion package of regeneration projects that aims to establish West Cumbria as a major national hub for low carbon and renewable energy generation.

Electricity Distribution

- 3.10** Whilst National Grid operates the electricity transmission network, it does not distribute electricity to individual premises. In the Fylde area, this is the role of Electricity North West, who is the electricity distribution company for the region. Electricity North West takes supply from the National Grid and delivers it to 2.3 million customers.
- 3.11** Electricity North West requires detailed information in relation to types of heating systems and use of renewable energy for new development before it can provide a response in relation to the capacity of the network, as such considerations can have a significant impact on the capacity of the network. It is not possible to provide this level of detail in the Local Plan. However, the council will work with Electricity North West with the aim of establishing an indication of what infrastructure reinforcements will be required to support the level of growth proposed in the Local Plan.
- 3.12** Electricity North West (ENW) has confirmed, based on certain assumptions, that the electricity infrastructure in the vicinity of the proposed allocations in the Local Plan has sufficient capacity without the need to upgrade or reinforce the local electricity network. The electricity network will need refining, but detailed information will be required in order to determine what refinements will be required: i.e. the number and type/size of homes (large/small detached, terraced etc); heating requirements of the homes (gas/electric/other); domestic generation capability (Solar PV cells); and employment land usage (offices, leisure, industrial).

Next Steps

- 3.13** The council will continue to be kept informed of the progress of the North West Coast Connections by attending the regular workshops held by the National Grid Project team. Consultation responses will be sent out from Fylde Council as the final route is developed, monitoring whether the project will affect the deliverability of the proposed strategic and non-strategic sites in the Local Plan; and ensuring that potential detrimental harm to Green Infrastructure and the landscape is minimised and that appropriate mitigation is implemented if the Offshore South route becomes the approved route.

- 3.14** As outlined above, the council will seek to engage further with ENW to establish what infrastructure is required to support the proposed level of growth identified in the Local Plan.

Gas

Gas Transmission

- 3.15** National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. There are two high pressure gas transmission pipelines within Fylde, and these are situated east of Kirkham.
- 3.16** National Grid has stated that extra growth within Fylde is unlikely to have a significant effect upon National Grid's gas transmission infrastructure, given the scale of the gas transmission network.

Gas Distribution

- 3.17** National Grid Gas Distribution owns and operates the local gas distribution network in the Fylde borough. Within the gas distribution system there are sections that operate at different pressures. Generally, the closer the gas gets to a customer, the smaller the pipe diameter and the lower the pressure.
- 3.18** The Distribution System consists of three pressure tiers:
1. Intermediate pressure, operating between 7 bar¹ and 2 bar
 2. Medium pressure, operating between 2 bar and 75 megabar (mbar); and
 3. Low pressure, operating below 75 mbar
- 3.19** Reinforcements and developments of the local distribution network are generally as a result of overall demand in a region, rather than site specific developments. Nevertheless, National Grid Gas Distribution has undertaken a basic analysis for the council which indicates for each individual strategic site whether reinforcements would be required to the low pressure gas distribution network. It also indicates whether a medium or intermediate pressure connection may be available.
- 3.20** National Grid's distribution system is dynamic and changes throughout the year. Therefore, the information provided does not guarantee that the capacity will be available when requests for gas connections are received, but it does give an indication of the availability of gas on the network based upon their Year 5 planning horizon as the network currently stands. The analysis also assesses sites individually rather than cumulatively.
- 3.21** National Grid Gas Distribution analysis indicates that reinforcement may be required before the estimated load generated by the development of each of the following strategic sites can be taken. The brackets indicate whether a medium pressure (MP) or intermediate pressure (IP) connection could be possible (sites without brackets would be low pressure connections).

¹ 'Bar' is a unit of pressure.

- **HSS1** Queensway, St Annes (MP)
- **HSS2** Heyhouses Lane, St Annes (MP)
- **HSS4** Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor (MP)
- **HSS7** Highgate Park, Lytham Road, Warton (MP)
- **HSS8** The Pastures, Fleetwood Road, Wesham
- **HSS9** Land North of Blackpool Road, Kirkham (MP)
- **MUS2** Whyndyke Farm, Preston New Road, Whitehills (MP)

3.22 The following sites could be taken without any reinforcement, depending on the connection location:

- **ES5** Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor (IP)
- **MUS1** Cropper Road East, Whitehills (MP and IP)

3.23 For site **MUS3** (Mill Farm Sports Village, Fleetwood Road, Wesham), the nearest gas main is more than 250 metres from the site boundary. Reinforcement would therefore be required to the gas distribution network so as to deliver this site.

Next steps

3.24 National Grid Gas Distribution has stated that further investigation into the level of any reinforcement works that may be required would be undertaken when firm connection requests were received for the sites in question. This limits the potential for further information to be obtained from National Grid Gas Distribution. Nevertheless, the council will continue to consult National Grid Gas Distribution, along with National Grid, throughout the preparation of the Local Plan and this draft IDP.

Telecommunications

3.25 Telecommunications form a vital component of economic competitiveness, emergency response and recovery and quality of life. Demand for telecommunications infrastructure is expected to grow in line with housing and employment growth over the Local Plan period.

3.26 The Mobile Operators Association represents the four UK mobile network operators – 3; Telefonica (O2); Everything, Everywhere (formerly Orange and T-Mobile); and Vodafone – on town planning issues. The Mobile Operators Association has commissioned Mono Consultants Ltd to monitor all emerging development plan policies and supplementary planning guidance relating to telecommunications development on its behalf, and these have provided the information set out below.

3.27 It is therefore important that the necessary infrastructure can be delivered in line with growth across the borough over the Local Plan period. It is not possible for any operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years' time. The technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future.

3.28 Mobile telecommunications are vital for the delivery of sustainable development and are crucial to the success of the Government's plans for digital connectivity and

wider economic growth. Good mobile connectivity is vital for both residents and businesses. Though coverage across the UK is good, lower population density and challenging topography limits coverage in some rural areas.

- 3.29** Telecommunications cannot operate without a network of base stations and supporting infrastructure. Connecting a base station to the rest of the network is usually much more expensive in rural areas. For example, in urban areas, connecting a base station to the main network may mean digging a trench a few feet. However in a rural area, it may be hundreds of yards or even miles. Providing base stations with an electricity supply in urban areas is rarely a problem, but in some rural areas connecting to the electricity supply can be difficult and sometimes prohibitive, as costs can be significantly higher. These economic factors are more significant because of the low population density and the consequent lack of revenue available to cover capital expenditure and ongoing operating costs.
- 3.30** The mobile network is a crucial piece of national infrastructure, but it is delivered locally. For this reason, the council has a vital role to play in delivering better connectivity.
- 3.31** In October 2011, the Government announced £150 million in capital expenditure to improve mobile coverage and quality in areas where there is an insufficient commercial case. This is known as the Mobile Infrastructure Project. Through Broadband Delivery UK, the Government is currently developing the delivery model and procurement options for the project. Operators are committed to working to extend the benefits of mobile communications as widely as possible, and are keen to work with local communities' representatives to do so. Mobile operators are working with Ofcom and Broadband Delivery UK, with other public bodies and stakeholders in local areas to bring together relevant expertise to find creative solutions to resolve lack of coverage in areas where commercial solutions are unviable.

Superfast Broadband

- 3.32** Lancashire Superfast Broadband is a joint project between LCC, the two unitary authorities of Blackpool and Blackburn with Darwen Councils and the twelve district authorities of Lancashire.
- 3.33** BT has been appointed as LCC's delivery partner, and together they form the LCC and BT Broadband Partnership. The authorities have entered into a partnership with BT Broadband, with the following aims:
- To deploy superfast broadband to areas in Lancashire that are currently uneconomical for private sector investment alone ('white area').
 - To promote superfast broadband across the whole of Lancashire.
 - To enhance the provision of superfast broadband across those areas outside of white areas to ensure that Lancashire achieves its overall vision for the take up and use of superfast broadband.
- 3.34** The completion of the part of the project that covers Fylde is expected in 2015.

Next steps

- 3.35** The council will work with the mobile network operators to ensure that new and improved telecommunications infrastructure is delivered sustainably over the Local Plan period in line with technological advances.
- 3.36** Mobile operators regularly submit plans to councils that provide details of all existing base stations within the authority's area and an indication of those additional sites each operator anticipates requiring over the coming twelve months. The council will consider meeting with operators to discuss their plans and ascertain the specific requirements generated from the proposals in the Local Plan.

Renewable and Low Carbon Energy

- 3.37** Lancashire is committed to becoming a low carbon economy and to reach the national goal of generating 15% of the UK's energy needs from renewables by 2020. The drive towards increasing the deployment of renewable energy is as important for the achievement of economic and social imperatives, such as fuel security, job creation and addressing fuel poverty, as it is for environmental reasons.
- 3.38** The Lancashire Sustainable Energy Study was produced for all Lancashire authorities in April 2011 and updated in 2012. The study concluded that Fylde has the deployable resource potential of 61 Megawatts (MW) by 2032, the equivalent of 5% of Lancashire's deployable potential. Commercial scale wind provides the highest deployable potential in Fylde. Further information can be found in the Renewable and Low Carbon Energy Generation section in chapter 13 of the Revised Preferred Option version of the Local Plan and in the Lancashire Sustainable Energy Study (2012).

Next steps

- 3.39** The council will support the provision of renewable and low carbon energy development, where appropriate in the borough, over the Local Plan period to the year 2032.

Water Supply

- 3.40** United Utilities PLC (UU) has a statutory duty to develop and maintain an efficient and economical system of water supply in the North West. It also has a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.
- 3.41** There is production capacity at the water treatment works supplying the Fylde area. However, delivery of the proposed strategic and non-strategic development sites in Fylde will create a large demand for water, and this could potentially affect water pressure in the borough. However, as a result of the size of developments that are being brought forward in the borough, there may be a need to invest in the network over the plan period as a whole. This is not unusual given the strategic nature of the sites identified in the development plan. This will be done in liaison with developers. There are existing legislative

provisions for investing in network reinforcement by developers under the Water Industry Act, 1991.

Proposed Strategic Locations for Development

- 3.42** The information below is based upon advice from UU. It should be noted that the information is based upon high level assessments and is therefore indicative. The information provided by UU should therefore be considered as part of a wider consideration of issues. UU can only fully understand the impact once more detail is known such as connection points, flows and build rates for each of the sites available. This would be discussed with developers direct as part of the usual development process. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure once more detail is known.

Lytham and St Annes

- 3.43** To take account of development identified over the whole plan period, there is likely to be a need to invest in the water network.

Fylde-Blackpool Periphery

- 3.44** Over the plan period as a whole, it is likely that the water network will need to be reinforced to accommodate larger developments at the Fylde-Blackpool Periphery.

Warton

- 3.45** Over the plan period as a whole, whilst there are no major water supply issues in this part of the borough, some minor level reinforcement may be required as a result of developments at Warton.

Kirkham and Wesham

- 3.46** Over the plan period as a whole, it is likely that the water network will need to be reinforced to accommodate larger developments at Kirkham and Wesham.

Rural Settlements outside Strategic Locations for Development

- 3.47** United Utilities has advised that any development in the rural settlements would need to be considered on its own merits having regard to the individual circumstances of each application.

Water Supply – the next steps

- 3.48** The council will continue to engage with UU as the Local Plan develops, particularly to decide whether detailed modelling is required to understand more fully the infrastructure that is required to support the proposed level of growth identified in the Local Plan.

Wastewater and Drainage

Bathing Water Quality

- 3.49** The beaches on the Fylde Coast are popular with local people and tourists, and many enjoy bathing in the sea. The quality of the bathing waters in the country is regularly monitored by the Environment Agency, and as there are several bathing waters along the Fylde Coast, the quality of these waters is a significant factor in maintaining and improving the visitor economy.
- 3.50** The Bathing Water Directive sets the standards for water quality at popular beaches. If bathing water at the beach does not meet the minimum standards set by the Directive, the Environment Agency will investigate the source of pollution and recommend remedial measures.
- 3.51** Whilst bathing water quality on the Fylde Coast has improved significantly over the past 20 years, in 2010 and 2011 the quality has started to decline. None of the bathing waters meet the forthcoming revised Bathing Water Directive standards.
- 3.52** The revised Bathing Water Directive introduces higher standards, and has a requirement for public information about water quality to be available at all bathing waters. If bathing waters do not meet the stricter Directive standards, there is a requirement to erect signs advising of the quality of the bathing waters. This could have detrimental impacts upon local tourism and the economy.
- 3.53** There are many contributors towards the decline in bathing water quality. One of the more significant contributors is the amount of spillages from combined sewer overflows into the Ribble Estuary and the sea. United Utilities (UU) is the water and sewerage company that operates in Fylde. The majority of UU's sewerage systems are made up of combined sewers which, as well as transporting wastewater from homes and industry, also carry surface water run-off from gutters, drains and some highways. There are also a number of watercourses in the area which connect directly with the combined sewerage system. Heavy or prolonged rainfall can rapidly increase the flow in a combined sewer until the volume becomes too much for the sewer to carry and excess storm sewage is discharged to river and sea by way of the combined sewer overflows.
- 3.54** The capacity of the combined sewer system in Fylde is limited, and this is mainly due to the amount of surface water that enters the system. UU's aim is for future development not to discharge further surface water to the existing public sewer. Surface water that enters the system puts at risk an increase in foul flooding within the Fylde area and can also impact upon overflows which spill into the Ribble Estuary in the vicinity of the bathing water sites. The Government, through new legislation, is promoting a more sustainable consideration of managing surface water and is promoting the development of Surface Water Management Plans by the Upper Tier Councils, such connection to a public combined sewer being considered as a last resort.
- 3.55** Options for dealing with surface water and its removal from the existing network will need to be explored. UU recommend that any proposals for housing development will need to consider in detail the use of Sustainable

Drainage Systems (SuDS) and other water attenuation methods such as balancing ponds, as part of any future planning application.

- 3.56** There are particular surface water issues east of Lytham around Liggard Brook and Main Drain, and such issues need further investigation by UU. Site drainage throughout the borough is a major consideration when selecting possible development sites, development layout and design. The treatment and processing of surface water is not a sustainable solution. In accordance with the hierarchy below, UU expect that surface water be managed at source and not transferred. The transfer of surface water often leads to further problems in that location. The council should request that developers investigate all alternative options before discharging surface water, directly or indirectly, into a public sewerage network in accordance with policy CL1: Flood Alleviation, Water Quality and Water Efficiency.
- 3.57** The priority options for the management of surface water are:
- Continue and/or mimic the site's current natural discharge process;
 - Store for later use;
 - Discharge into infiltration systems located in porous sub soils;
 - Divert flows into green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils;
 - Store flows in tanks or sealed systems for gradual release to a watercourse;
 - controlled discharge to a watercourse;
 - controlled discharge to a surface water sewer; and
 - Controlled discharge into the combined sewerage network, but only as a last resort after all other options have been discounted, including evidence of an assessment.

United Utilities' Assets

- 3.58** In terms of major infrastructure within the Fylde area, the Clifton Marsh wastewater treatment works (WwTW) treats all flows arriving from the Fylde area, with the exception of the rural settlements of Elswick and Weeton. The treatment works at Clifton Marsh takes flows from several large 'last in line' pumping stations from the Preston, Fylde and Penwortham area, as set out in Table 1. Clifton Marsh WwTW is currently adequately sized for the potential future development that could occur in Fylde Council and Preston City Council. This is based on the separation of further surface water from developments and the receipt of only foul flows.

| Table 1: Strategic pumping stations | |
|---|-----------------------------|
| Council' areas taking flows to Clifton WwTW | Strategic pumping stations |
| Preston | Watery Lane Pumping Station |
| | Lea Gate Pumping Station |
| Fylde | Freckleton Pumping Station |
| | Lytham Pumping Station |
| | Fairhaven Pumping Station |
| South Ribble | Penwortham Pumping Station |

- 3.59** Due to the limited size of the network historically, the catchment is served by numerous storm overflows, particularly in respect of the pumping stations. The three strategic pumping stations in Fylde have storm overflows which have the capability of discharging storm sewage during heavy rainfall. These pumping stations were designed to achieve a target of no more than three spills into the Ribble Estuary per Bathing Season (May to September). However, Fairhaven and Lytham pumping stations are known to spill in excess of this spill target. This has been due to the amount of development in the catchment along with more frequent and intense rainfall during the summer months, both of which are contributing to increased sewer flows. Any further development which seeks to connect additional large surface water flows would increase the risk of additional spills into the Ribble Estuary.
- 3.60** Spills from UU's assets in the Preston and southern Blackpool are also believed to have an impact upon the two St Annes bathing water sites and the southern Blackpool bathing water sites. In order to minimise the impact of spillages from UUs' assets on bathing water quality, there is a need to ensure that such assets remain reliable and are operating in line with their design requirements. There is also a need to ensure that development is managed in line with pinch points in the sewer network that serves the area.
- 3.61** Some of the pumping stations in Fylde have been subject to improvement works as part of the 'Preston 32 Unsatisfactory Intermittent Discharges project.' The enhancement of these assets is designed to restrict storm spill flows and ensure screening of storm discharges. The enhancements have been based on additional foul water from development only, with potential adequate capacity of surface water drainage using existing dykes and watercourses.
- 3.62** In respect of development across the Fylde Coast, the aim of UU is to minimise further risk of storm spills. As a consequence, UU outlines the importance of the preference for no surface water to be discharged to the public sewerage system and this is reflected in policy. In relation to previously developed land, UU recommends the separation of surface water to reduce the amount of run-off from existing sites.

On housing sites, a significant betterment can often be achieved by the inclusion of a larger amount of permeable area in the form of gardens and open space.

United Utilities' Assets and Future Development

- 3.63** Every five years, water and sewerage companies assemble and submit a business case for capital investment to the regulator Ofwat, for approval. The outcome informs the principal capital investment over those five years. The current five year capital investment programme, known as the Asset Management Plan, runs from 1 April 2015 to 31 March 2020.
- 3.64** To inform the business case for the next Asset Management Plan, UU is assembling information to submit to Ofwat by identifying future supply and demand needs across the North West in relation to water supply and wastewater.
- 3.65** Future planned development is an important element of UU's business case, however, assessing how a development can be most appropriately managed is dependent on detailed information.
- 3.66** UU has stated that it is likely that further strengthening and reinforcement of pumping stations and rising mains is likely to be required to provide for the levels of growth set out in the Local Plan over the plan period to 2032 as a whole. This is so that UU's assets are made more robust in dealing with flows to minimise bathing water impact. UU's current five-year programme runs from 2015-2020.

Proposed Strategic and Non-Strategic Development Sites

- 3.67** It should be noted that the information is based upon advice from UU and it is predicated upon high level assessments, and is therefore indicative, and it should be considered as part of a wider consideration of issues.
- 3.68** For all sites, UU notes the importance of proposals presenting the most sustainable form of managing surface water from the site in accordance with policy. This will be expected to be investigated and confirmed as part of any planning application submission. It will be necessary to attenuate any discharge of surface water through the incorporation of SuDS; which would be greenfield run-off rate on greenfield sites and surface water betterment is expected on previously developed land. The preference will be for no surface water to discharge to the public sewer if more sustainable alternatives are available. Large development sites will be expected to ensure a co-ordinated and holistic approach to the delivery of drainage infrastructure including sustainable maintenance and management plans. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy INF1: Service Accessibility and Infrastructure.

Lytham and St Annes

- 3.69** Lytham and St Annes are currently vulnerable locations in Fylde in terms of increased spills and potential impacts upon the bathing waters of the borough. United Utilities notes the importance of proposals presenting the most sustainable

form of managing surface water from the site in accordance with policy. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy INF1.

Fylde-Blackpool Periphery

- 3.70** The main problem in the area around junction 4 of the M55 is the amount of surface water that already enters the combined sewers. Surface water run-off rates and volumes should be reduced to the situation that existed before development has taken place. Surface water on greenfield sites should preferably be managed in accordance with the natural drainage of the site, such as into a brook or dyke. In south Fylde there are few watercourses and the flat topography of the landscape makes it difficult for water in the watercourses to flow. This can result in flooding after heavy rainfall. This is a particular issue to the east of Lytham where Liggard Brook and Main Drain discharge into the Ribble Estuary.
- 3.71** Given these problems, surface water generated by development in the vicinity of junction 4 of the M55 must be managed so that it does not exacerbate flooding to the east of Lytham. Further surface water should be managed in the most sustainable method possible, so as to minimise impact on the sewer network, which would contribute towards increased spillages at combined sewer overflows at Blackpool. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy INF1.

Warton

- 3.72** Based on current information held by UU, there may be a need for the wastewater infrastructure in the Warton area to be upgraded so that flows generated from the development of the strategic sites in this area can be carried to Clifton Marsh WwTW. In addition, parts of the strategic sites north of Lytham Road at Warton are not currently sewered which means that new infrastructure will be required. The strategic sites at Warton have the benefit of being in relatively close proximity to Freckleton pumping station, in addition to Clifton Marsh WwTW. United Utilities has advised that the delivery of the strategic sites at Warton may require a new pumping station to the north of the settlement to transfer flows to Freckleton Pumping Station and Clifton Marsh WwTW. It will be important to ensure that surface water is managed in the most sustainable way. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy INF1.

Kirkham and Wesham

- 3.73** Sites at the east of Kirkham may require less infrastructure improvements, however, this can only be confirmed once greater detail and modelling work has been undertaken by United Utilities to understand the actual pinch points on the foul sewer network.

- 3.74** The impact of sites to the north and west of Kirkham and Wesham is likely to be more difficult to most appropriately manage as new infrastructure would be required to carry wastewater through the urban area to Freckleton Pumping Station. Sites in these areas may therefore involve more significant infrastructure works. This does not mean that the sites are undeliverable, but that UU need to explore various options on how to accommodate the development of these strategic sites. In order to deliver the strategic sites at Kirkham and Wesham, a new pumping station may be required. However, this can only be confirmed following a detailed modelling exercise. Surface water should be managed in the most sustainable method possible to minimise impact on the sewer network. Subject to the detail of the drainage proposals, it may be necessary to co-ordinate the delivery of the development with the implementation of infrastructure, in accordance with policy INF1.

Rural Settlements outside Strategic Locations for Development

- 3.75** There are smaller treatment facilities and sewer networks serving some of the more inland rural settlements, and a greater risk of more of UU's assets reaching over capacity if there is increased development in these locations. It may be necessary to co-ordinate the delivery of development with the implementation of infrastructure. Any development in the rural area that could not connect to the main foul sewer network would require the use of non-mains drainage, e.g. septic tank or package treatment plant. The Environment Agency discourages the proliferation of this type of treatment as it could lead to pollution that would effectively cancel out improvements to bathing water being made through implementation of the Asset Management Plans. This pollution is often as a result of poorly maintained systems.

Wastewater and drainage – the next steps

- 3.76** The council will continue to work with UU to ensure that the combined sewer network can accommodate the proposed level of growth and distribution of development set out in the Local Plan. The Local Plan will seek to deliver the relevant actions of the Fylde Peninsula 'Improving our Bathing Waters' Action Plan.
- 3.77** The council will continue to provide input into the Fylde Peninsula Water Management Group and the Making Space for Water Group as the Local Plan progresses, and will utilise these groups to ensure that the Local Plan deals with surface water flooding issues effectively.

4.0 Waste Management

- 4.1** Lancashire County Council (LCC) has produced a Minimising and Managing Waste in New Development Supplementary Planning Document (SPD), which acts as a guide for Local Authorities to use. The main aims of the SPD are to provide helpful information so that:
- 4.2** Developers can:
- make savings in construction costs and reduce the costs of waste disposal through making better use of building materials and recycled construction and demolition waste and specifying recycled or secondary aggregates;
 - offer clients a value added service; and
 - help to improve the image of the construction industry.
- 4.3** Suppliers of construction materials and recycled building materials can:
- benefit from increased demand for recycled and secondary aggregates; ☐
 - improve the opportunity for recycled and secondary aggregates to be specified in high value applications;
 - source more demolition material made available for processing; and
 - secure better segregation of construction and demolition waste on-site by contractors leading to more efficient processing.
- 4.4** Councils and the public can:
- achieve key sustainability objectives and improve best value performance;
 - benefit, environmentally and financially, from a reduction in waste going to landfill;
 - benefit too from reduced pressures on the landscape for aggregate extraction and waste disposal sites;
 - enjoy a stronger local recycling industry;
 - demonstrate proactive planning; and
 - enjoy a cleaner local environment where construction does take place.
- 4.5** Thornton Waste Recovery Park, in Wyre, treats 225,000 tonnes of household waste each year from the three Fylde Coast Authorities administrative areas and other parts of Lancashire. The Waste Recovery Park processes all waste indoors, making it the UK's first fully enclosed waste treatment facility. Liaison with LCC indicates that the proposed level of growth identified in the Revised Preferred Option version of the Local Plan does not raise any significant waste capacity issues, and the facilities at the Thornton Waste Recovery Park have sufficient capacity to deal with this scale of development.

5.0 Flood Risk and Coastal Defence

Flood Risk Management

- 5.1** The Strategic Flood Risk Assessment for Fylde (SFRA), updated in November 2011 to take account of amendments to the Environment Agency Flood Maps, is essential to infrastructure planning.
- 5.2** In large parts of Fylde, general pluvial flood risk is low, however **site MUS2** - Whyndyke Farm, Preston New Road, Whitehills has a medium level of pluvial flood risk and Lytham, Lytham Moss, Warton and Freckleton are at risk of tidal and pluvial flooding. A further constraint to development may be presented by the Lancaster Canal.

Coastal Defences

- 5.3** A key aspect of managing flood risk is the maintenance of flood defences. The council is responsible for undertaking coastal defence inspections and maintenance works on flood defences from Blackpool Airport Corridor, to the former Land Registry building at the southern end of Lytham Green. The Environment Agency is responsible for maintaining most of the flood defences from the former Lytham Land Registry building eastwards to Naze Point, near Freckleton.

Condition of the Coastal Defences

- 5.4** The borough's sand dunes act as a natural form of defence, and are generally in good condition. However, there is evidence of roll-back at the sand dunes between Squires Gate and St Annes Pier, and the presence of the coastal road and residential and commercial properties is hindering this natural process. There are also a number of unmanaged access points through the sand dunes which has resulted in erosion of parts of the dune system. One of the aims of the Fylde Sand Dunes Management Plan, 2008 is to improve the efficiency of the dunes and saltmarsh as soft sea-defence, with associated cost savings in maintenance of hard sea-defences.
- 5.5** The hard defences between Fairhaven Lake and Granny's Bay are in a poor condition, and there has been repair and maintenance to the defences which has generally comprised pouring concrete over the defences in order to fill the voids. This approach is not sustainable in the long term, and the defences in this location have a residual life of less than five years. There is therefore a requirement for intervention in the short term. The sheetpile foundations of the hard defences at Granny's Bay are exposed and the hard defences at Lytham Promenade are in a poor condition. If no action is taken, the hard flood defences at The Island Sea Front Area, Fairhaven Lake and Church Scar (between Ansdell Road South and Lytham Green) will fail, resulting in flooding to residential and commercial properties, tourism assets, infrastructure and services.

- 5.6** In addition, the ceasing of dune management activities would increase the risk of a breach of the sand dunes leading to potential flooding of properties and infrastructure.
- 5.7** There is the risk of a breach between Lytham Windmill and Naze Point, particularly through the defences at Warton, putting properties and agricultural land north of Lytham and to the north west towards Blackpool, at risk of flooding. With sea level rise, the pressure on the defences along this frontage will be increased, thereby increasing the probability of a breach. There are significant assets within this area that could be affected by a breach of the defences, including a number of residential and commercial properties, the A584 coastal road, Lytham Green Drive and Fairhaven golf courses and significant areas of agricultural land. The defences will fail if no action is taken.
- 5.8** More information on the coastal defence requirements of the borough is contained in the Coastal Strategy, 2015; the Fylde Shoreline Strategy, 2013 and the Shoreline Management Plan 2.

Works Required

- 5.9** The preferred strategy between St Annes Pier and Fairhaven Lake is to replace the existing hard defences. This would include a wide promenade and set back flood wall. Such an approach would have the additional benefit of encouraging more visitors to the frontage, bringing economic benefits to the area and regeneration benefits to the frontage.
- 5.10** The preferred strategy includes a complete replacement of the defences at Granny's Bay and along Lytham Promenade. This strategy provides a smooth transition from the promontory at Fairhaven Lake to the linear frontage at Lytham Promenade, and these good links will increase tourism potential in this area.
- 5.11** The preferred strategy also involves the construction of an earth embankment from Lytham Windmill to Lytham Dock, including raising the existing embankment levels to take account of sea level rise.
- 5.12** The preferred strategy includes the strengthening and/or raising of the flood banks at Warton.

Provision of new Coastal Defences

- 5.13** The cost of providing the necessary infrastructure to improve coastal defences could exceed £100 million. In addition to these costs, there are a number of other associated costs, including the design and supervision of the works and the maintenance of the structures. The council will be using the Medium Term Plan process to bid for DEFRA funding for the replacement of the flood defences at Fairhaven Lake. The council is using the Medium Term Plan process to bid for funds to deliver Church Scar Coast Protection Scheme as well as the Fairhaven Scheme. Pleasure Island will follow later in the Strategy period. The current DEFRA funding for the Sand Dunes project ends on 31 March 2017. There is a geomorphological study in progress to define the management interventions required between Starr

Gate and Bentinck Road on North Promenade, St Annes. This is due to report in the next few months and will help clarify the remedial works required (and therefore costs) in the heavily eroded sand dunes opposite the Coastal Dunes (ex-Pontins site) development. If successful, it is anticipated work will start on the replacement of the defences in 2017.

- 5.14** The Fylde Shoreline Strategy, 2013 is being used by the council as evidence to obtain funding for coastal defence improvements. Work commenced in 2014 on the replacement of the defences at Fairhaven Lake and Church Scar, which are taking place in conjunction with the Fairhaven Lake Masterplan, produced in 2012.
- 5.15** CIL contributions will be considered for sand dune management and for the replacement of coastal defences. Funding has already been secured from DEFRA for improvements to the dune systems between Starr Gate and Lytham Green.

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Social (Community) Infrastructure

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6.0 Education

Provision of Educational Facilities

6.1 In Fylde there are:

- 1 maintained nursery school
- 29 private day nurseries
- 10 pre-school playgroups
- 44 childminders
- 24 primary schools, which provide education from ages 4 to 11 (1 of which also has nursery provision)
- 3 secondary schools, which provide education from ages 11 to 16 (2 of which also host a sixth form)
- 1 further education college
- 1 special school

Early Years

6.2 The Childcare Act, 2006 placed statutory responsibilities on councils to secure better outcomes for children and their families. The key requirements that underpin Childcare Sufficiency and Access are as follows:

- Councils take the strategic lead in their local childcare market, planning, supporting and commissioning childcare. This includes the requirement for councils to assess the local childcare market and to secure sufficient childcare for working parents.
- Provide information, advice and assistance to parents and prospective parents on the provision of childcare in their area and other services which may be of benefit to parents, prospective parents or children and young persons in their area.
- Secure a free minimum amount of early education for eligible 2 year olds and for all 3 and 4 year olds whose parents want it.

6.3 The requirements have led to a programme of Children's Centres being pursued across Fylde which has now been completed. LCC provides a Family Information Service which advises parents on what early years care is available.

Child Care

6.4 Councils are required to work in partnership with the private, voluntary and independent sector to shape children's services. LCC publish annually a Childcare Sufficiency Report which analyses the supply of childcare in the county. The 2013-14 report suggests a good spread of childcare places across age groups, provider type and across Lancashire districts, particularly for the under 5's and primary age groups. Indicative vacancy data suggests that there are childcare places available across each age group within each district.

Sure Start Children's Centres

- 6.5** LCC has overseen the development of 79 children's centres across the county between April 2004 and March 2011 and there are five centres in Fylde. The children's centres provide a range of high quality services to children aged under 5 and their families. The multi-agency services are based around a 'core offer' of child and family health, early education and childcare, family support and employment and training. Services provided vary between centres in order to meet local need.

Primary and Secondary Schools

- 6.6** Education services in Fylde are managed by LCC, which has a statutory responsibility for the provision of sufficient school places. Pressure for additional school places can be created by an increase in birth rate, new housing developments, greater inward migration and parental choice. LCC needs to respond to changes in demand over time by increasing or removing capacity. This can be achieved by:
- building new schools
 - extending existing schools
 - reducing places at existing schools
 - amalgamating or closing schools

Calculating developer contributions towards school places

- 6.7** Where the growth in pupil numbers is directly linked to housing development and existing school places are not sufficient to accommodate the potential additional pupils, LCC will seek to secure developer contributions towards additional school places by way of a CIL Regulations contribution or by a Section 106 of the Town and Country Planning Act, 1990. Only by securing such contributions (which, depending upon the scale of development, may also include a contribution of land for a school site), can LCC mitigate against the impact upon the educational infrastructure, ensuring that the development is viable.
- 6.8** As part of the Community Infrastructure Levy, the council will develop a preliminary draft Charging Schedule with consultants and prepare a Regulation 123 List of all of the infrastructure types and projects such as education - that it is intended will be, or may be wholly or partly funded by CIL. The opportunity will be taken to secure funding through CIL payments towards new schools and to extend existing educational buildings. Until the charging schedule has been drawn up, consulted on and adopted, Section 106 agreements will continue to provide the mechanism for collecting developer contributions towards essential infrastructure.
- 6.9** LCC has produced an Education Contribution Methodology in relation to contributions towards education places. Planning obligations are sought for education places where primary schools within two miles and/or secondary schools within three miles of the development are over-subscribed, or projected to become over-subscribed, within five years.
- 6.10** Where CIL or Section 106 contributions are sought, LCC seeks contributions from the developer towards the associated capital costs of providing additional school places.

The contribution sought may also include a school site for large scale developments. Whilst LCC seeks to provide places in existing schools wherever possible, sometimes this is not feasible and a new school may be required to address the shortfall of places. Under current legislation any new school will be a free school.

- 6.11** If a shortfall of pupil places has been identified at schools within the catchment of development, a contribution will be calculated. For primary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seeks £12,257 per primary school place (Education Contribution Assessment – March 2014), adjusted by a 0.9 location factor for Lancashire plus BCIS general building cost index).
- 6.12** For secondary schools, the contribution is based upon a bedroom yield per home. Please see table below. LCC seek £18,469 per secondary school place, adjusted by a 0.9 location factor for Lancashire plus BCIS general building cost index. Current bedroom yield information, based on 2012 research, is shown below Please note that the Education Contribution Methodology is being updated. It is likely that the updated methodology will apply BCIS All In Tender Indexation instead of General Building Indexation.

| Table 2: School Place Bedroom Yield | | |
|--|---|---|
| No. of bedrooms | Yield per development: Primary | Yield per development: Secondary |
| 1 | 0.01 | 0.00 |
| 2 | 0.07 | 0.03 |
| 3 | 0.16 | 0.09 |
| 4 | 0.38 | 0.15 |
| 5 | 0.44 | 0.23 |

- 6.13** If the scale of development is such that it would generate the need for a new school, LCC reserves the right to apply the Department for Education cost multiplier for New Build, which is £13,043 for primary and £19,588 for secondary.
- 6.14** If the development is large enough to justify the possibility of a new school, the developer may be asked to contribute a suitable school site as part of the development. The size of this site would be determined in accordance with Department for Education guidance.
- 6.15** Where a number of small developments are expected to come forward in an area with an aggregated requirement for a new school, LCC would expect the district planning authority to assist in the negotiations to secure a school site.
- 6.16** LCC only seek contributions for developments of eleven or more homes, which means that the cumulative impact of smaller sites is not taken into consideration.

Requirement for school places in Fylde

- 6.17** LCC has taken steps to provide additional places at three primary schools in Lytham St. Annes in the last few years to address an increase in the demand for primary

school places created by an increased birth rate and new housing development. The provision of additional primary school places are prioritised in Lancashire's Strategy for the Provision of School Places and Schools Capital Investment. In relation to primary schools, LCC's preference is to expand existing schools, where they are physically capable of being extended. There will also be demand for an additional secondary school in the borough within the lifetime of the Plan and a site for a new secondary school will need to be identified.

- 6.18** Table 3 below shows the number of surplus primary school places in parts of the borough. This information is derived from the Strategy for the 'Provision of School Places and Schools' Capital Investment 2014/15 to 2016/17 (Oct 2013)' document, produced by LCC.² This document divides the borough into distinct areas for education planning purposes. Three of these areas are relevant to the strategic locations for development in the Revised Preferred Option version of the Local Plan, and these are listed in the left-hand column of the table.

| Table 3: Surplus Primary School Places, January 2013 | | | |
|---|-----------------------------|---------------------|-----------------------|
| LCC Education Area | Total pupils on roll | Net capacity | Surplus places |
| Lytham and St Annes | 2,458 | 2,825 | 367 |
| Kirkham ³ | 955 | 1,209 | 254 |
| Warton and Freckleton ⁴ | 708 | 868 | 160 |

- 6.19** Table 4 shows the number of surplus secondary school places at the three secondary schools in the borough. This information comes from the same source used to inform Table 2 (Education Contribution Calculation) above.

| Table 4: Surplus Secondary School Places, January 2013 | | | |
|---|-----------------------------|---------------------|-----------------------|
| School name | Total pupils on roll | Net capacity | Surplus places |
| Lytham St Annes Technology and Performing Arts College | 1,619 | 1,650 | 31 |
| Kirkham Carr Hill 11-18 High School | 1,195 | 1,383 | 188 |
| St Bede's Catholic High School | 770 | 825 | 55 |

² The document can be viewed at <http://www.lancashire.gov.uk/corporate/web/?siteid=6447&pageid=38364>

³ Includes schools at Newton and Treales

⁴ Includes school at Wrea Green

Lytham and St Annes

- 6.20** Whilst Table 3 shows that there is an overall surplus of primary school places in Lytham and St Annes, several schools are at capacity as of 2014/15, namely:
- Clifton Primary School
 - Ansdell Primary School
 - Star of the Sea Primary School
 - St Peter's Catholic Primary School
 - St Annes on Sea St Thomas' Park Primary School
 - Lytham Hall Park Primary School
- 6.21** LCC has projected there will be an overall shortfall of primary school places within the next five years from January 2013, taking into account the expansion of Lytham Hall Park Primary School and Heyhouses Endowed CE Primary School, LCC has identified the Lytham and St Annes area as a hotspot where additional places are likely to be needed in the near future.
- 6.22** The Section 106 Agreement in place for **site HSS1**, Queensway, St Annes will provide for a new primary school, but this will predominantly serve the Queensway development. Therefore, there will be further primary school provision required if housing demand and births continue to increase at the same rate.
- 6.23** Secondary school provision, particularly in Lytham and St Annes, is almost at capacity. With the statutory duty to provide school places for the pupils in its area, Lancashire must ensure that it is able to deliver the additional places. LCC is working with Fylde Council to ensure that an appropriate site for a new secondary school is provided within the plan period.

Fylde-Blackpool Periphery

- 6.24** There are cross-boundary issues in terms of school places generated from development at this strategic location. There are currently no LCC primary schools within Fylde that would serve this catchment. LCC is legally obliged to provide a school place for every child of school age resident within Lancashire, even if their nearest school is located outside of Lancashire County, such as in Blackpool which is a unitary authority. Therefore, cross-boundary considerations are important when determining the need for school places in the borough, particularly as there is also pressure on primary school places in Blackpool. The Section 106 Agreement in place for **site MUS2**, Whyndyke Farm, Whitehills will provide for a new primary school, serving the Fylde-Blackpool Periphery.

Warton⁵

- 6.25** There is currently a surplus of primary school places in the Warton catchment, as Table 3 shows. There is also projected to be sufficient school places available in the Warton catchment in the next five years, despite LCC's projected increase in population.

⁵ Including schools at Freckleton and Wrea Green

- 6.26** Despite the surplus of places from January 2013, there will be further primary school provision required in the catchment beyond five years if housing demand and births continue to increase at the same rate. There are two schools that are becoming close to capacity, namely Ribby with Wrea Endowed Church of England Primary School and Holy Family Catholic Primary School.
- 6.27** LCC's Strategy for the Provision of School Places states that '*In providing additional places, LCC will seek to provide these at existing schools with high standards which receive high levels of first preference applications, wherever possible*'. Therefore, when providing the places to meet the needs of the development, the first preference would be to extend one of the existing schools. This will be subject to feasibility of existing sites to accommodate expansion, planning permission and statutory consultation, where required.

Kirkham and Wesham

- 6.28** There is currently a surplus of primary school places in the Kirkham and Wesham catchment, as Table 3 shows. There is also projected to be sufficient school places available in Kirkham and Wesham over the next five years, despite LCC's projected increase in population.
- 6.29** Despite the surplus of places from spring 2015, there will be further primary school provision required in the catchment beyond five years if housing demand and births continue to increase at the same rate. There are two schools over capacity, namely Kirkham and Wesham Primary School and St Joseph's Catholic Primary School. There are also two schools close to capacity, namely Treales Church of England Primary School and Newton Bluecoat Church of England Primary School.

Higher and Further Education

- 6.30** Improved skills at all levels is crucial to the development of the Fylde Coast economy. Blackpool and the Fylde College, based in Blackpool, is an important provider of further education in Fylde and the college has a campus in Fylde at Ansdell. Other important providers of further education in the Fylde and delivering to residents from the Fylde district include Lytham St Annes Sixth Form, Carr Hill Sixth Form in Kirkham, Blackpool Sixth Form College and Cardinal Newman College in Preston.

Next Steps

- 6.31** The council will work with LCC to determine in more detail whether existing school provision would meet the education impact from the developments proposed in the Revised Preferred Option version. In order to determine this, it is anticipated that LCC will carry out a housing development impact assessment for each site. The results of this assessment will establish more clearly the details of the education infrastructure that is required to support the development of the proposed sites. The council will liaise with staff at Blackpool and the Fylde College to determine any major development requirements of the college in the borough.

7.0 Health and Social Care

Health and Social Care

General Practitioners Provision

- 7.1** The vast majority of General Practitioners provision in Britain has been through the NHS. Up until the 31 March 2013, NHS North Lancashire was the Primary Care Trust responsible for commissioning health services for residents of Lancaster, Fylde and Wyre Districts. Since 1 April 2013, Lancashire County Council (LCC) has been responsible for public health, Clinical Commissioning Groups have been primarily responsible for hospital and community services and NHS England are responsible for primary health care.
- 7.2** There are 39 GPs in Fylde (June 2011), which equates to approximately one GP for every 1,950 people in Fylde. This is in line with the desired national provision of around 1,500 to 2,000 people for each GP. It should be noted that there are additional GPs close to the borough boundary. For example, Great Eccleston Health Centre (within Wyre) has six GPs, and this centre is used by residents of Elswick and Little Eccleston. There is also GP provision close to the borough boundary in Blackpool.
- 7.3** GPs in Fylde are mainly located in the urban settlements of Lytham, St Annes and Kirkham. However, a Primary Care Centre is available at both Freckleton and Ansdell which has GP provision. Great Eccleston, just outside the borough boundary, also has a health centre with GP provision.
- 7.4** There will be a need to provide primary care services to expanded populations whenever significant housing developments are planned. The impact of the strategic development sites on GP capacity is outlined below. Note that these conclusions have been drawn as a result of discussions with the NHS.

Strategic Locations for Development

- 7.5** NHS Fylde and Wyre CCG do not object to the proposed strategic development sites in principle. There may be a requirement for additional provision in the Kirkham and Wesham area within the Plan period to accommodate the proposed strategic sites in this location. However, it should be noted that the NHS plan future development on the basis of a 6% annual increase in population. Therefore, the proposed strategic sites at Kirkham and Wesham, or the other strategic locations in the borough, do not pose unexpected issues for the NHS in terms of GP provision. New provision has more recently been built by private developers which is then rented to the NHS.

Lytham and St Annes

- 7.6** There have been three new Primary Care Centres in Lytham and St Annes within the last ten years. These are:
- St Annes Health Centre
 - Ansdell Medical Centre
 - Lytham Primary Care Centre.

These Primary Care Centres are purpose built enabling new GPs to operate from the facilities in the future. However, evidence is now emerging that these sites are nearing capacity.

- 7.7** There is a surgery at St Annes Road East which currently occupies a terraced property. This surgery will require expansion during the plan period in order to deliver an effective service. Therefore, options will be considered to investigate the possibility of relocating into the St Annes Primary Care Centre.
- 7.8** There is no longer a GP surgery at Derbe Road, St Annes. The NHS are putting together a business case for new GP provision in St Annes, and are currently undertaking an appraisal process on the need for GP provision. It could be 2017 before provision is in place.

Fylde-Blackpool Periphery

- 7.9** In terms of GP provision, the strategic sites in this location are more closely related to Blackpool than Fylde. There are new Primary Care Centres at South Shore and Whitegate Drive in Blackpool. Therefore it is anticipated that residents of these sites would use these facilities, although some residents may be attracted to services in Kirkham or St Annes.

Warton

- 7.10** There is no GP provision in Warton. However, within the last ten years there have been new Primary Care Centres at Freckleton and Lytham. The majority of Warton residents currently use these Primary Care Centres.

Kirkham and Wesham

- 7.11** No Primary Care Centres have been provided in Kirkham and Wesham, therefore existing services are not future proofed. Evidence is now suggesting that GP services in Kirkham are stretched. If required in the future, existing surgeries could potentially be part of a business case for a new Primary Care Centre in order to provide for the proposed strategic sites at Kirkham and Wesham.

Hospital Provision

- 7.12** The Blackpool Teaching Hospitals NHS Foundation Trust serves a population of approximately 440,000 residents across Blackpool, Fylde, Wyre and North Lancashire. The Trust includes Blackpool Victoria Hospital and Clifton Hospital.
- 7.13** Blackpool Victoria is a large acute hospital that treats more than 80,000 day-case and inpatients and more than 200,000 outpatients from across Blackpool, Fylde and Wyre every year. Clifton Hospital is a community hospital providing non-acute, rehabilitation and respite care for older people with long-term conditions.
- 7.14** Lytham Hospital was recently redeveloped as a new primary care centre, delivered through the North Lancashire NHS. It includes facilities historically provided by a hospital and brings together a number of community health services.

- 7.15** Consultation with the Blackpool Teaching Hospitals NHS Foundation Trust has not highlighted any issues in terms of potential future development in the borough.

Mental Healthcare Provision

- 7.16** The Lancashire Care NHS Foundation Trust provides a range of general and specialist mental health services in Lancashire, principally delivered in Lancashire's main centres of population. In 2005, a £15 million capital programme was initiated in 2005, funded by NHS England to modernise community based mental health services. As a result, the decision was taken to reconfigure mental health provision across Lancashire. This led to a site at Whyndyke Farm being identified as the optimum site to develop a new unit to serve Blackpool and the wider Fylde Coast, particularly in view of the relatively high levels of mental health deprivation already evident across Blackpool and the Fylde Coast. The new unit has replaced the wards on the Fylde Coast that are no longer suitable for delivering modern mental health services. The cost of the unit was £40 million.

Care for the Elderly and Disabled

- 7.17** There are issues regarding accommodation that is fit for purpose for both the elderly and disabled. LCC is seeking solutions to these problems including providing a range of accommodation for the elderly and disabled, such as shared accommodation and single person flat-lets. The appropriate type of accommodation is dependent on individual circumstances. LCC has been approached by housing associations interested in building homes adapted for the disabled as part of larger schemes. There are also issues around affordability and LCC is working with Registered Social Landlords to ensure that accommodation is affordable.
- 7.18** In terms of services and facilities, it is preferable if those in need of care or assistance rely less on day services and other 'building-based' support and receive support in their own home. For example, they could obtain a personal 'buddy', or a care worker or friends or family could help. In terms of implications for the Local Plan, increased self-reliance would reduce the potential for further infrastructure provision for new services and facilities. LCC supports this view as it has no significant expansion plans for day care and other services in terms of built infrastructure.

Pharmacists and Opticians

- 7.19** Pharmacies in the community are independently provided but their number and location are regulated in relation to the distribution of GP practices. Optician services are commercially provided.

Clinics and District Nursing

- 7.20** Increasingly minor procedure and treatment clinics are being provided in community health centres and GP surgery buildings, as well as these premises providing a base for district nurses visiting people in their own homes to assist with recovery from major operations.

Dental Services

- 7.21** Most dentists are independent contractors, with responsibility for their own premises and staff. National Health Service (NHS) dental services are provided by dentists who hold NHS contracts and in recent years these practitioners have been increased to meet the once serious shortfall of dentists.

Next steps

- 7.22** The council will engage with Lancashire County Council and the NHS Fylde and Wyre Clinical Commissioning Group to determine the infrastructure that is required to support the level of growth identified in the Revised Preferred Option version of the Local Plan.
- 7.23** It is anticipated that the private sector will provide dental practices, opticians and pharmacies in line with market demand over the Local Plan period. These sectors will be consulted as part of the consultation on this draft IDP which is being prepared and updated alongside the Revised Preferred Option version of the Local Plan.

8.0 Emergency Services

Emergency Services

Police

- 8.1** The Lancashire Police Authority has a statutory responsibility to ensure that Fylde borough is a safe place to live and work, and where crime and fear of crime is reduced. The Lancashire Police Authority is funded by Government grants, inclusive of business rates, plus other income, such as service income and earned income on surplus cash and council tax. As with other public services, long term funding is difficult to predict.
- 8.2** The police authority will soon be making recommendations about which operational sites they will retain, although it is unlikely that the growth proposed in the Revised Preferred Option version of the Local Plan will affect the police authority's intentions in the short term. Potential future needs for the police authority are likely to be determined during consultation on the Revised Preferred Option version of the Local Plan.

Fire Service

- 8.3** The Lancashire Fire and Rescue Service provide fire and rescue services to the one-and-a-half million people living or working in Lancashire, on behalf of the Lancashire Combined Fire Authority (CFA). The Lancashire CFA is responsible for leading and supporting the Lancashire Fire and Rescue Service by ensuring the provision of a fire service for the geographical area of Lancashire.
- 8.4** The Fire and Rescue Service is funded through a combination of council tax, support grants and business rates. The Lancashire Combined Fire Authority Medium Term Financial Strategy sets out how the Authority will manage its finance over the next three years in order to deliver affordable, value for money services. It seeks to achieve this by:
- Maintaining future council tax increases at reasonable levels, reducing if possible
 - Continuing to deliver efficiencies in line with targets
 - Continuing to invest in improvements in service delivery
 - Continuing to invest in improving facilities
 - Setting a robust budget
 - Maintaining an adequate level of reserve
- 8.5** For developments proposed within or around urban areas, the service has the ability to change provision through adjustments to existing services, for instance by matching resources to risk.
- 8.6** The Lancashire Fire and Rescue Service has been consulted as the draft IDP has developed and no capacity issues have been indicated so far.

Ambulance

- 8.7** The North West Ambulance Service is the biggest ambulance service in the country providing accident and emergency services to those in need of emergency medical treatment and transport. They also provide patient transport services for those patients who require non-emergency transport to and from hospital and who are unable to travel unaided because of their medical condition or clinical need. They also work in partnership with other services and volunteers to provide urgent and emergency care across the whole of the North West.
- 8.8** The Service's key work programmes are as follows:
- Modernising the Emergency and Patient Transport Services
 - Developing further the role of North West Ambulance Service as a key partner and service provider in an integrated emergency and urgent care system across the North West
 - Developing stronger plans to meet responsibilities under the Civil Contingencies Act, 2004 for when a major emergency occurs
- 8.9** The Service has been consulted as the draft IDP has developed and no capacity issues have been indicated so far.

Next Steps

- 8.10** It is anticipated that further information on the infrastructure requirements of emergency service providers will be provided during the consultation on this draft IDP, alongside the Revised Preferred Option version of the Local Plan.

9.0 Neighbourhood and Community Facilities

Neighbourhood and Community Facilities

Sports Facilities

- 9.1** The Fylde Playing Pitch Strategy, 2004 and the Fylde Open Spaces, Sports and Recreation Assessment, 2008 are currently the principal sources of evidence in terms of needs for sports and other leisure facilities in the borough. Fylde Council is working with consultants, KKP on a new Playing Pitch Strategy and an update to the Open Spaces, Sports and Recreation Assessment. Lancashire Sport Partnership has been commissioned by Fylde Council to undertake a Facilities Review. The subsequent findings and recommendations from the new Playing Pitch Strategy, the updated Open Space Study and the Facilities Review will inform both the policies in the Local Plan and the infrastructure list set out in the Delivery Schedule in Appendix 2 to this IDP.

Outdoor Sports Facilities

- 9.2** The Fylde Playing Pitch Strategy, 2004 shows that the major deficiency in the borough is for junior football pitches. The assessment recommends all organisations responsible for providing/developing pitch sports should seek to address this shortfall through:
- Re-designation of adult pitches to junior/mini-pitches
 - Negotiation with schools to secure facilities for junior community use
 - Development of changing and ancillary accommodation
 - Conversion of pitches currently out of use to junior football facilities
- 9.3** The strategy emphasises that shortfalls should be met firstly through the upgrading of existing facilities and pitches rather than the acquisition of new land. Following such quality improvement schemes, the strategy recommends that the second priority to meet shortfalls should be to acquire by agreement or negotiating community access to private sports pitches and school sites, or securing leasing agreements with existing landowners. The strategy recommends that partners should seek to secure funds from their own resources through re-designation of surplus adult pitches to open space, thus saving pitch maintenance costs.
- 9.4** The council has a central role in planning, providing and coordinating provision of playing pitches in the borough. The strategy recommends that the council ensures that future provision of pitches is balanced, meets the needs of the community and is protected for future generations.
- 9.5** The Open Space, Sport and Recreation Study, 2008 provided an update on the playing pitch position of the borough. This shows that the only significant change in demand related to football pitches, for which demand had reduced.
- 9.6** In terms of provision standards for playing pitches in general, the assessment refers to the Playing Pitch Strategy's recommendation of increased playing pitch provision to meet future demand. To meet this requirement there was a requirement (at 2008) to provide more pitch space in the borough to meet future need. The

assessment recommended that the council should work towards increasing the capacity/quality and availability of pitch provision across the borough to meet an additional 0.74 Ha per 1,000 population.

- 9.7** It is anticipated that the CIL will be an important funding mechanism for the provision of required pitches and facilities.

Indoor Sports and Leisure Facilities

- 9.8** According to Sport England's 'Active Places Power' analysis of demand, there is generally good provision in terms of quantity of indoor facilities in Fylde. However, the analysis shows that there is no swimming pool provision in Lytham or Freckleton. Also, the mapping of travel times shows that there are gaps in provision here. The replacement of the existing swimming pool in Kirkham with a modern facility at the same location is desirable.
- 9.9** St Annes pool has been refurbished, including a new entrance, a modern spectator area and a new 'changing village'. Work was completed in January 2014. The cost of the refurbishment was £625,000. Sport England agreed a £500,000 grant, the YMCA committed £100,000, with Fylde Council funding a further £25,000.
- 9.10** According to KKP's analysis of demand, Fylde is significantly under-provided in terms of fitness provision, both in terms of current and future demand. It is anticipated that the CIL will be an important funding mechanism for the provision of required indoor sports facilities.

Libraries

- 9.11** Lancashire County Council provides library services in Fylde, and these services operate from five branches (Lytham, Ansdell, St Annes, Kirkham and Freckleton); and from mobile libraries which operate on a fortnightly basis.
- 9.12** Library services across the country are being threatened with closure; LCC are trying to increase the numbers of people who visit the libraries with a high-profile campaign. LCC have a £5.5 million regeneration programme, refurbishing the network of libraries to provide modern, flexible facilities. With over six million visits each year to Lancashire libraries, they play a vital role in the local community.
- 9.13** The Library Service has been consulted as the draft IDP has developed and no capacity issues have been indicated to date.

Arts, Museums and Performance Venues

- 9.14** Fylde Council works in partnership with events' organisers in assisting and facilitating arts events and performances throughout the year including the Lytham Proms, the 1940s Weekend, St George's Festival, Lytham Club Day, St. Annes Carnival, St Annes Triathlon, and St Annes Kite Festival. The borough has a rich legacy of festivals, carnivals and club days with annual events being staged in many of the towns and rural settlements across Fylde. Performances and events are staged at the Lowther Pavilion and Lytham Hall. There is an RNLI boathouse and gift shop in St Annes, Lytham Windmill has official museum status and is operated by

the Lytham Heritage Group, the old Lifeboat Museum in Lytham is also open to the public in 2015. The main emphasis is on maintaining and where necessary improving these assets and events. No additional provision is envisaged.

Faith Facilities

- 9.15** For most religions in Fylde the emphasis is on maintaining existing places of worship with some rationalisation of accommodation although for some more minority faiths additional provision has occurred in recent times. Some religious services are provided in multi-use venues such as community centres.

Public Realm

- 9.16** The public realm generally includes the spaces and the buildings surrounding them but in this context, is generally taken to be the publicly accessible parts of the environment, physically and/or visually. In the case of conservation areas, the design, management and maintenance of the public realm is an important element of its character and a particularly important indicator of the quality of place. In designing the public realm, the most appropriate materials and street furniture will be used consistent with available resources. Fylde Council intends to develop a 'public realm code' manual that will identify a specification for the various elements of the public realm, including street furniture, landscaping and materials, together with an inventory with agreed maintenance schedules put in place. This practice would represent a good means of auditing the quality of the public realm and agreed actions from the various partners involved; and it would highlight what is required to maintain it to an appropriate standard. This initiative will involve working alongside LCC as the highway authority.
- 9.17** One of the key strands of the Local Plan is one of protecting and importantly enhancing the public realm of key locations of the borough through policy, development management and regeneration initiatives. It is considered essential that in accommodating necessary new development, the public infrastructure and facilities available support and are supported by community facilities of a high quality that encourages their use. In this context the council considers that its town centres (and some district and local centres) should be considered as important community hubs providing commercial, leisure and recreational facilities. It follows that these hubs should provide the appropriate facilities set within a high quality public realm. This will attract investment and in attracting increased patronage will, in turn, enhance their long term vitality and viability. The enhancement of the public realm in key locations will add to the quality and reputation of particular places with the objective of attracting new residents, employees and visitors to the centre. This approach accords with the Framework of enhancing town centres through policy, physical enhancement, improving accessibility in addition to positive and imaginative management.
- 9.18** The council has adopted its 'Regeneration Framework' as a supplementary document to detail particular schemes where public realm improvements are specifically proposed to promote economic, social and cultural well-being. These include:

- St Annes on Sea. This has the objective of enhancing the commercial and resort core to create a vibrant seaside resort of a high quality for residents, business and visitors.
- Lytham. This has the objective of protecting and enhancing the heritage of this attractive town located on the Ribble Estuary.
- Kirkham. This has the objective of revitalising the commercial core of the borough's market town.
- Whitehills Park. This has the objective of developing and enhancing the principal employment hub of the borough.
- Town, District and Local (retail) Centres. This has the objective of enhancing town, district and local centres, primarily for local residents.
- Visual Corridors. This has the objective of enhancing key routes, approaches and gateways into towns of the borough.
- The Heritage Parks Initiative. A proposal to create a connection between the key historic parks and gardens of Lytham and Annes.

Cemeteries

- 9.19** There is a shortfall of burial and crematoria facilities in Fylde. Most churchyard burial grounds have closed and demand for municipal burial land is increasing. The existing supply of burial land at Lytham Park Cemetery is estimated to be 10 to 15 years. This estimate is with the scheme to extend, which is in the budget but which is to be delivered shortly. Without this there is only about 3 years supply left.

Next Steps

- 9.20** The council will issue the new Playing Pitch Strategy, the Facilities Review and the updated Open Space, Sport and Recreation Study after the consultation into the Revised Preferred Option version, but before the Publication version of the Local Plan is issued. This will provide up-to-date evidence of the sports and recreation requirements of the borough.
- 9.21** The council are engaged with LCC to determine what additional childcare and library services are required to support the level of growth set out in the Revised Preferred Option version of the Local Plan.

Green Infrastructure

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10.0 Green Infrastructure

Green Infrastructure

- 10.1** Green Infrastructure is the network of multi-functional green (and blue) space, in urban and rural areas, which is capable of bringing a wide range of environmental and quality of life benefits for local communities. Fylde has an abundance of resources that contribute to the Green Infrastructure network. The most important elements of Green Infrastructure in Fylde are concentrated at the Ribble Estuary, which contains internationally important habitats and provides opportunities for recreation, including bird watching, angling and walking.
- 10.2** The River Wyre and Lancaster Canal also contain important habitats and provide opportunities for recreation. Fairhaven Lake, which is inhabited by birds, is one of the most popular recreational attractions in Fylde. Rivers and streams serve important functions for biodiversity, water management, recreation and climate change. Lowther Gardens, Ashton Gardens, Lytham Green and the grounds of Lytham Hall also provide opportunities for recreation and tourism. It is important that these assets are maintained and enhanced.
- 10.3** The following sources of funding continue to be explored to assist the delivery of new and, or improved Green Infrastructure:
- Multi-agency public grant funding (e.g. Big Lottery Fund and Heritage Lottery Fund, Safer and Stronger Communities fund);
 - Developer contributions;
 - Private sector funding (e.g. from sponsorship, charitable donations, endowments or income from letting event space);
 - Land management support from bodies such as Natural England and the Forestry Commission (Environmental Stewardship, Rural Development Programme for England and Woodland Grant Scheme); and
 - Government funding e.g. the Aggregates Levy and Landfill Tax schemes.

Parks and Gardens

- 10.4** The parks and gardens in the borough require sustainable investment to prevent them from falling into decline, and in many areas improving and enhancing the accessibility and quality of existing provision will be more important than new provision. The council maintain parks and open spaces in Lytham and St Annes (including Ansdell). Elsewhere in the borough, the maintenance of parks and open spaces has been passed over to the town and parish councils, and in these areas contractors carry out work on behalf of the parishes. At Kirkham, the town council employs Fylde Council to carry out grounds maintenance works.
- 10.5** Ashton Gardens has recently undergone major refurbishment and this was funded through a Heritage Lottery Fund grant of £1,436,000, as well as additional funding towards a total project cost of just under £2 million. Future funding is being sought from the Heritage Lottery Fund for the restoration of the Rock and Water Gardens.
- 10.6** Lytham Hall Park is a Grade II designated Registered Historic Park and Garden. The grounds of Lytham Hall are now open to the public as historic parkland and

consideration is being given by Fylde Council and LCC to the provision of a more attractive link between Lytham Hall and the town centre, which will require developer funding.

- 10.7** It is anticipated that the restoration of Fairhaven Lake, the promenade and gardens will take place in conjunction with the replacement of the coastal defences. The council will be using the Medium Term Plan process to bid for DEFRA funding for the replacement of the flood defences at Fairhaven Lake.
- 10.8** There are deficiencies in the provision of parks and gardens in some parts of the borough. However, the Open Space, Sport and Recreation Study recommends that these deficiencies can be compensated through the provision of one site of at least 60 Ha in size, at a suitable location that is accessible to the whole borough.

Natural and Semi-Natural Greenspace

- 10.9** Natural and Semi-Natural Greenspace includes trees and woodlands, scrub, grasslands and wetlands.
- 10.10** In particular, the Ribble Coast and Wetlands has been specifically identified as having an unmet potential for visitors. The 7.5 km coastal strip from Starr Gate to Freckleton Marshes has been identified by the council as a priority for Green Infrastructure investment. There is an aspiration in the Coastal Strategy for a path to be created along the full length of the coast, in conjunction with LCC; with the potential for this path to link in with the Guild Wheel at Preston. Joint working between Fylde Council and LCC has already started on the planning, delivery and maintenance of a coastal path between Starr Gate on the boundary with Blackpool and Freckleton Marshes.
- 10.11** Starr Hills Local Nature Reserve (LNR) is in a poor condition and requires management. When measured against Natural England's recommended standard of one Ha of LNR per 1,000 population, Fylde has a shortage of approximately 56 Ha of LNR. The Fylde Sand Dunes Management Plan, 2008, acknowledges that it would be sensible to extend the area of the LNR to include the whole of Starr Hills Dunes.
- 10.12** Funding of £520,000 from DEFRA has been secured to improve the sand dunes in the borough between Starr Gate and Lytham Green, in order to reduce the risk of coastal flooding and erosion. The project aims to improve the 24 Ha that are classed as a Site of Special Scientific Interest (SSSI), of which 16 Ha is an LNR, by means of:
- Widening the dunes in some areas by between five and 30 metres to improve the natural habitat and protect roads and houses from the long-term risk of flood and erosion.
 - Control and, in some cases removal, of invasive species such as white poplar, red Japanese rose and spiky sea buckthorn.
 - Planting of indigenous marram grass to bind the dunes together and reduce windblown sand.
 - Boardwalks and new beach access points are proposed. The current access points encourage erosion of dunes and contribute towards the blowing of sand onto the road and into nearby gardens.

- 10.13** There is a recognised deficiency of trees and woodlands in the borough. LCC is undertaking a county wide scheme of community woodland creation through the Lancashire Woodland Project. This project promotes and supports the planting of new woodlands and the sustainable management of existing woodlands in the county, and works with owners, managers and contractors to find the best solutions. The Forestry Commission's English Woodland Grant Scheme offers grants for new planting. New planting can also be supported by the Woodland Trust under their 'MoreTrees MoreGood' scheme. Any other new provision of woodland should be provided in accordance with the aims of the North West Regional Forestry Framework, the Lancashire Woodlands Project and the Local Nature Partnership.

Green Corridors

- 10.14** Policy ENV4 of the Revised Preferred Option version of the Local Plan supports opportunities to extend the Public Rights of Way network where this improves access to key Green Infrastructure assets, including areas of Green Belt and the two proposed Areas of Separation. Policy T3 facilitates the provision of additional footpaths, cycleways and bridleways where appropriate. LCC is the authority responsible for carrying out public rights of way creation and enhancement.
- 10.15** The Lancaster Canal is an under utilised asset and there is potential to develop this tract of Green Infrastructure (i.e. green and blue space) into a linear tourism and recreation asset.

Allotments

- 10.16** The Open Space, Sport and Recreation Study identifies a deficiency of allotments at Lytham, St Annes, Freckleton and Warton. In recent years, there has been an increase in demand for allotments as more people want to grow their own produce and the Local Plan supports such provision as it directly contributes to healthy eating as well as being of recreational benefit.

Children's Play Areas

- 10.17** The Open Space, Sport and Recreation Study identifies gaps in the provision of children's play areas at Lytham (0.04 Ha), Kirkham and Wesham (0.04 Ha) and the rural areas (0.12 Ha). The study recommends new provision in these areas.

Next Steps

- 10.18** The council is currently updating the Open Space, Sport and Recreation Study, in time for the EiP. This will provide up-to-date evidence of the open space requirements of the borough.
- 10.19** Fylde Council will work with LCC to co-ordinate the provision of new Green Infrastructure projects in the borough (including green and blue space), together with the development of a Fylde Ecological Network in compliance with the Framework. Developer funding for such projects will be considered as the CIL is progressed through the development of a charging schedule and the preparation of a Regulation 123 List.

11. Governance Arrangements

The role of joint working

- 11.1** This draft IDP aims to ensure that the delivery of infrastructure has been included in other strategies and, where appropriate, capital programmes within Fylde Council and other provider agencies. Fylde Council will become the CIL charging authority when the levy is brought into force locally. Existing structures of governance between Fylde Council and LCC will be built on and working practices developed further with other agencies to enable fully informed decisions on priorities for funding and implementation.

Developer contributions - Planning Obligations and the Community Infrastructure Levy

- 11.2** As well as direct delivery through public and private funding, Fylde Council will expect developers to make a contribution towards infrastructure provision to help address the increased demands on services that arise from new developments.
- 11.3** On-site provision of infrastructure to serve the needs of a particular development can be implemented through a planning obligation negotiated under Section 106 of the Town and Country Planning Act, 1990. Where infrastructure is needed to benefit a broader area, contributions can be secured from a wide range of developments, via the CIL.
- 11.4** The CIL comprises a range of standard charges that apply to new built development within an area, based on the economic viability (ability to pay) of the different types of uses. Councils can choose whether or not to bring in CIL. Fylde Council agreed to develop and proceed with CIL at the full Council meeting in March 2015 and to prepare a preliminary draft charging schedule setting out the envisaged levy charge rates, together with a Regulation 123 List. A CIL Consultation Document will be produced to explain these intentions and facilitate engagement with all interested parties, including developers and infrastructure providers. This draft IDP is a supporting document to the Local Plan and is also subject to consultation.

Monitoring and Updating

- 11.5** This draft IDP is at the beginning of a process to integrate the capital investment programmes of various services, partner organisations and infrastructure and service providers with planning for new development. The baseline position within this draft IDP will allow Fylde Council to continue to prioritise spending and address funding gaps.
- 11.6** The draft IDP has been produced as an ongoing document which can be updated through active monitoring to inform service and spatial planning decisions. Progress on the delivery of infrastructure, to serve the planned levels of growth in the Local Plan, will be reviewed as part of ongoing monitoring and reporting mechanism.

Appendix 1 – Infrastructure Delivery Agencies

The following tables identify the agencies that are responsible for infrastructure and service delivery in Fylde.

Physical Infrastructure

| Infrastructure Type | Delivery Agencies |
|---|--|
| Transport | |
| Highways | Lancashire County Council Blackpool Council Highways England |
| Bus services | Lancashire County Council Private sector operators |
| Rail services (including light rail) | Network Rail Rail Franchises Lancashire County Council Private sector operators |
| Cycle lanes and footpaths | Fylde Council Lancashire County Council |
| Utilities | |
| Electricity | National Grid Electricity North West Private utility providers |
| Gas | National Grid National Grid Gas Distribution Private utility providers |
| Telecommunications | Mono Consultants Private telecommunication providers |
| Renewable and low carbon energy | Private developers and consultants |
| Water supply | United Utilities |
| Wastewater and drainage | United Utilities |
| Minerals and Waste | |
| Waste | Fylde Council |

| | |
|---------------------------------------|--|
| | Lancashire County Council Private sector companies |
| Minerals | Lancashire County Council Private sector companies |
| Flood risk and coastal defence | |
| Flood risk management | Fylde Council Wyre Council Lancashire County Council Environment Agency |

Social / Community Infrastructure

| Infrastructure Type | Delivery Agencies |
|---|--|
| Education | |
| Schools | Lancashire County Council |
| Higher and Further Education | Blackpool and Fylde College Lancashire County Council |
| Health and Social Care | |
| GP Provision | NHS Fylde and Wyre Clinical Commissioning Group |
| Hospital Provision | Blackpool Teaching Hospitals NHS Foundation Trust |
| Mental Healthcare Provision | Lancashire Care NHS Foundation Trust |
| Care for the Elderly and Disabled | Lancashire County Council |
| Emergency Services | |
| Police | Lancashire Police Authority |
| Fire | Lancashire Fire and Rescue Service |
| Ambulance | North West Ambulance Service NHS Trust |
| Neighbourhood and Community Facilities | |
| Sports Facilities | Fylde Council Sport England YMCA |

| | |
|------------|---------------------------|
| Libraries | Lancashire County Council |
| Child Care | Lancashire County Council |
| Cemeteries | Fylde Council |

Green Infrastructure

| Infrastructure Type | Delivery Agencies |
|-------------------------------------|---|
| Parks and Gardens | Fylde Council Lancashire County Council Town and Parish Councils |
| Natural and Semi-Natural Greenspace | Fylde Council Lancashire County Council Neighbouring Councils Lancashire Wildlife Trust Environment Agency Town and Parish Councils |
| Green Corridors | British Waterways Fylde Council Neighbouring Councils Lancashire County Council Lancashire Wildlife Trust Environment Agency Town and Parish Councils |
| Allotments | Fylde Council |
| Children's Play Equipment | Fylde Council Lancashire County Council Town and Parish Councils |

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Appendix 2 – Infrastructure Delivery Schedule

Preface

A version of this Schedule was issued alongside the Preferred Option version of the Local Plan: Part 1 in summer 2013. It was made clear at the time that it would be a ‘living’ document, subject to on-going revision. Since that time, it has been updated to take account of variations in funding availability, the commencement and/completion of infrastructure projects and other changed circumstances concerning infrastructure requirements. The Infrastructure Delivery Schedule concentrates on the most essential services and facilities that relate most directly to increasing demands arising from the users of new development.

It should be noted that there is further evidence work continuing on studies that will inform infrastructure planning. An update of the Open Space, Sport and Recreation Study, together with a new Playing Pitch Strategy and a Facilities Review are likely to reveal some recreational provision requirements which may supplement the Green Infrastructure projects.

Purpose of the Schedule

The purpose of the Infrastructure Delivery Schedule (the IDS) is to itemise infrastructure projects already envisaged or probably needed after taking account of the quantum and broad location of all of the growth proposed in the Local Plan and to record the likely implementation timescale, costs and sources of funding and the current deficits - funding gap shortfalls (deficits) after taking account of monies already secured.

Context

Infrastructure planning is essential in achieving a well-planned approach to new development and as such is a key aspect of the Local Plan. This Schedule aims to identify the essential strategic infrastructure already planned together with those that are likely to be required to help deliver the Local Plan, including strategic sites as well as residential and commercial development outside these areas. The Schedule continues to represent work in progress and ultimately delivering infrastructure by helping to attract or direct funding.

The powers to secure infrastructure funding from developers are evolving as the restrictions on using Section 106 of the Town and Country Planning Act, 1990 came into force on 1 April 2015.

Consequently, the Local Plan proposes a switch to a levy type approach to securing developer contributions for infrastructure known as the CIL. Fylde Council agreed to pursue the CIL approach at the council meeting in March 2015. The IDS in this Appendix is part of the evidence base supporting bringing the levy into effect locally. The intention is to take the IDS forward and develop it further so that it forms the Regulation 123 List to the CIL.

The assumptions behind the Schedule take account of existing spare infrastructure capacity and underlying demand trends before consideration is given to additional requirements arising from proposed development. The Schedule has been completed following extensive liaison with the infrastructure and service providers. Such agencies typically do not consider infrastructure provision in spatial terms, nor plan ahead beyond five year capital investment programmes. Therefore, it has been necessary to build up an understanding with providers to consider infrastructure delivery in those ways.

The Schedule identifies the approximate likely cost, timescales and sources of the essential types of infrastructure required. It is important to appreciate that some infrastructure and service providers are public sector agencies (such as those concerned with education and health service provision) that are supported to an extent by government funding, although this is normally geared to 'natural' growth in demand rather than development-led demand. However other agencies, such as the utility providers, are commercial companies that charge for their services and connections thereto. These providers already have direct funding relationships with developers seeking extra infrastructure capacity to service their developments. The utility companies also have capital programmes of their own that are subject to approval of the relevant industry regulator(s).

Infrastructure Types Covered in the Schedule

There are many forms of infrastructure but only the most essential types more directly related to new development are included in this Schedule, with an emphasis on those projects that help to underpin the policies and Development Strategy of the Local Plan.

PHYSICAL INFRASTRUCTURE

Transport

Transport scheme funding is normally secured through Lancashire County Council (LCC), Highways England, Department for Transport and Network Rail. Highways England has a fixed five-year funding settlement from which to develop its improvement schemes, which is underpinned by the first Roads Investment Strategy. For major schemes, national Government funding bids are made, however there remains some uncertainty concerning the availability of several of these national funding programmes. In the past there has normally been some degree of dependence on developer contributions for transport projects ranging from new roads and junctions through to traffic control measures and additional bus services. A partial switch from highway works to investment in improvements to public transport, together with walking and cycling initiatives is envisaged by the Schedule in line with the sustainable transport proposals in the Local Plan. Transport scheme funding particularly lends itself to a broadly applied approach (i.e. CIL) as the projects can have wide scale benefits.

Public Utilities

The main public utilities are water, gas, electricity and telecommunications. The principal companies are United Utilities, National Grid, Electricity North West, British Telecom and Virgin Media. These are all companies that aim to operate at a profit through charging users for their services.

Coastal Defence/Flood Alleviation

The Environment Agency, Lancashire County Council (as the Lead Local Flood Authority), Fylde Council (as a coastal protection authority), Water Companies and Internal Drainage Boards are responsible for flood risk management in Lancashire.

SOCIAL (COMMUNITY) INFRASTRUCTURE

Education – Primary and Secondary

The main educational organisation locally is LCC (i.e. the Education Authority) which normally underwrites the costs of new school place capital provision with national funding revenue support. The church authorities contribute 10% of capital costs for faith schools but increasingly developers are being required to contribute monies for school building schemes in line with a nationally set funding formula.

Health

The Clinical Commissioning Group is responsible for commissioning primary health care locally. Many health centres in Fylde are in need of renovation and some services require new premises. There is some dependence on developer contributions for refurbishment and extension works to existing health centres. For some of the larger housing development sites a new health centre building and the land to construct it on would need to be provided by developer contributions.

Community Services

Community Services in Fylde are usually funded by Lancashire County Council or Fylde Council. The services include: libraries, community centres, youth services, social services, older peoples support, special needs and disability, and places of worship.

Culture and leisure

Culture and leisure services in Fylde are usually funded by Lancashire County Council or Fylde Council. The services include museums and galleries, performance venues, sports and fitness centres.

Public realm

Over a number of years the council has worked with a number of public agencies and the private sector to deliver strategies aimed at revitalising and enhancing key locations within the borough including town and village centres. These ‘regeneration’ schemes have more recently included contributions from developers to help further these ambitious projects, which have had widespread public support. This overall funding has been utilised to enhance streets, squares, public spaces and the building fabric to economically stimulate private sector development and significantly increase the patronage of these locations. This objective includes exploiting the benefits of the coastal nature of the borough as well as its attractive hinterland. The Local Plan promotes the economic, environmental revival and protection of its key resorts, towns and village centres. It is anticipated that developers in the future will continue to support, through funding contributions, schemes identified in the adopted Regeneration Framework. It is essential that vibrant town centres support and are supported by new residents and businesses which aligns with the concept of sustainable communities, which is a cornerstone of present planning practice.

GREEN INFRASTRUCTURE

Green Infrastructure

Major Green Infrastructure provision in Fylde is usually funded by Lancashire County Council or Fylde Council. For most residential development there is usually a requirement imposed by the council on the developer to provide local green space and also a degree of dependence on developer contributions to cover maintenance costs, through the formation of management companies.

Key:

| Committed capital programmes, or those that are secure or ongoing developments | | | | | | | | | |
|--|--|---------------------------|---|---|--------------------------------|-----------|--------|--|-------|
| Uncertain capital available, or uncertain timescales | | | | | | | | | |
| Projects that have had funding removed, but are still required, or are longer term aspirations | | | | | | | | | |
| Topic | Description | Lead | Partners | Funding | Cost | Available | Gap | Timeframe | Notes |
| Highways | The M55 (Junction 4) to Heyhouses (St Annes) Link Road | Lancashire County Council | Highways England; Private | Wholly funded by Section 106 contributions from housing scheme adjacent Queensway, St Annes | £21m | £21m | £0 | Complete by 2021 | |
| Highways | Upgrading of M55 Junction 4 – including signalisation | Lancashire County Council | Highways England; Private | Wholly funded by Section 106 contributions from housing scheme at Whyndyke Farm | | £1 - 5m | | Completed and delivered within two years | |
| Highways | The M55 (Junction 3) to Norcross Link Road (i.e. the Blue Route) | Lancashire County Council | Highways England | Local major transport scheme funding | >£150m | £0 | >£150m | Unlikely to be deliverable before 2030 | |
| Highways | A585 Skippool – Windy Harbour Improvements | Highways England | Lancashire County Council | | | | | It is anticipated that start of works would begin in 2019/20 | |
| Highways | Preston Western Distributor Road (including new Junction 2 on the M55 and Cottam Link Road) | Lancashire County Council | Highways England | Local major transport schemes £58m (over four years); Lancashire County Council £9m; CIL / Section 106 developer funding £23m | £92m | | | Start of Works: 2017; Road Open: 2019 | |
| Rail | Electrification of the Blackpool to Preston railway line | Network Rail | Train operating companies; other stakeholders | Funded from the £1.3 billion allocated by government for Network Rail's network electrification programme | Up to £300m for the NW package | | £0 | Blackpool to Preston electrification completed by Dec 2015 | |
| Rail | Replacement of traditional railway signals with European Rail Traffic Management Systems (ERTMS) | Network Rail | Train operating companies; other stakeholders | | | | | | |
| Rail | A direct London – Blackpool Service, stopping at Poulton-le-Fylde and Preston railway stations | Network Rail | | | | | | Started in December 2014 | |

| Topic | Description | Lead | Partners | Funding | Cost | Available | Gap | Timeframe | Notes |
|--------------------|---|---------------------------|---|--|--|-----------|-----|---|---------------------------------|
| Rail | Provision of a park and ride at Kirkham and Wesham Railway Station | Network Rail | Lancashire County Council | | | | | | |
| Rail | Access improvements at Kirkham and Wesham Railway Station | Network Rail | Lancashire County Council | | | | | | |
| Cycling | Completion of continuous off-road sea front cycle route from Lytham to St Annes | Lancashire County Council | | | | | | | |
| Cycling | Improvement of cycle links between Fylde and Blackpool, particularly in the Whitehills area | Lancashire County Council | | | | | | Plan period | |
| Cycling | Extension of the cycle path on the A584 between Preston and Warton | Lancashire County Council | | | | | | | |
| Cycling | Development of links between minor roads in Lytham and St Annes | Lancashire County Council | | | | | | | |
| Footpaths | Public rights of way creation and enhancement | Lancashire County Council | Fylde Council | Lancashire County Council | | | | Ongoing | |
| Airport | Blackpool Airport - alterations to airport infrastructure | Blackpool Airport | N/A | Airport development but Section 106 contributions for Road | TBD - over 20 year period could be £80m. | | | Aviation development unlikely for 2 to 3 years other development may be sooner. | A masterplan is being produced. |
| Telecommunications | Superfast Broadband | Lancashire County Council | Lancashire Enterprise Partnership, Lancashire District Councils | £10.8m from Broadband Delivery UK, £16.5m from the European Regional Development Fund, £4.7m from Lancashire County Council. | £32m | | £0 | Complete by end of 2015 | |

| Topic | Description | Lead | Partners | Funding | Cost | Available | Gap | Timeframe | Notes |
|-----------------------|--|--------------------------------------|----------------------------------|---------------------------|--|-----------|-----|-------------|---|
| Flood risk management | Replacement of hard coastal defences at Lytham Green, Fairhaven Lake and The Island Sea Front Area | Fylde Council | Wyre Council, Environment Agency | DEFRA | c.£100m | | | Unknown | |
| Flood risk management | Strengthen and/or raise Warton Flood Banks | Environment Agency | Fylde Council | DEFRA | Unknown | | | Unknown | |
| Education | New primary school to serve Queensway | Lancashire County Council | | Lancashire County Council | S106 Agreement – developer contributions | | | Plan period | |
| Education | New primary school to serve Whyndyke | Lancashire County Council | | Lancashire County Council | S106 Agreement – developer contributions | | | Plan period | |
| Education | Secondary school in Fylde | Lancashire County Council | | Lancashire County Council | | | | Plan period | tbc |
| Mental Healthcare | The Harbour Mental Health In-Patient Unit | Lancashire Care NHS Foundation Trust | NHS England | NHS England | £40m | £40m | £0 | Completed | |
| Parks and gardens | Sustainable access to Lytham Hall and Gardens | Lancashire County Council | Fylde Council | Lancashire County Council | | | | Plan period | |
| Parks and gardens | Regeneration of Fairhaven Lake and Promenade | Fylde Council | Lancashire County Council | Lancashire County Council | | | | Plan period | It is anticipated that these works will take place in conjunction with the improvements to the coastal defences |

| Topic | Description | Lead | Partners | Funding | Cost | Available | Gap | Timeframe | Notes |
|-------------------------------------|---|---------------------------|--|---------------------------|----------|-----------|-----|-----------------|-------|
| Parks and gardens | Creation of a new park of at least 60 Ha in size, at a suitable location that is accessible to the whole borough | Fylde Council | | | | | | Plan period | |
| Parks and gardens | The Heritage Parks Initiative: connecting the key historic parks and gardens of Lytham and Annes | Fylde Council | | | | | | Plan period | |
| Natural and semi-natural greenspace | Ribble Coast and Wetlands | Fylde Council | Fylde Council, Preston City Council, South Ribble Borough Council, West Lancashire District Council, Lancashire County Council | Section 106 contributions | Unknown | | | Unknown | |
| Natural and semi-natural greenspace | Community woodland creation | Lancashire County Council | Fylde Council | Lancashire County Council | | | | Ongoing | |
| Natural and semi-natural greenspace | Improvement of sand dunes between Starr Gate and Lytham Green | Fylde Council | Blackpool Council; Lancashire Wildlife Trust | DEFRA | £520,000 | £520,000 | | Over five years | |
| Green Infrastructure network | Coastal path creation from Starr Gate to Freckleton | Lancashire County Council | Fylde Council | Lancashire County Council | | | | Ongoing | |
| Public realm | <ul style="list-style-type: none"> - Enhancing the commercial and resort core of St Annes; - Protecting and enhancing the heritage of Lytham; - Revitalising the commercial core of Kirkham; - Enhancing town, district and local retail centres; - Enhancing key routes, approaches and gateways into Kirkham, Lytham and St Annes. | Fylde Council | | | | | | Plan period | |

Fylde total funding gap = c £XX million

DECISION ITEM



| REPORT OF | MEETING | DATE | ITEM NO |
|----------------------|----------------------------------|----------------|---------|
| DEVELOPMENT SERVICES | DEVELOPMENT MANAGEMENT COMMITTEE | 7 OCTOBER 2015 | 7 |

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER NO.1 (2015)

PUBLIC ITEM

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

SUMMARY

Local Development Orders (LDOs) were introduced by the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to extend permitted development rights for certain forms of development. In 2012 the Council adopted the 'LDO Warton No. 1 2012' to help facilitate investment and development in the Lancashire Enterprise Zone at Warton. This LDO expires on 5th October 2015 and BAE Systems have requested an extension of the benefits it grants. This report sets out the background to LDOs and Enterprise Zones and provides a description of the benefits granted by the proposed LDO (LDO Warton No.1 2015 – attached at appendix 1).

Included in the appendix is a summary report of the results of a public consultation on the proposed LDO (Statement of Community Involvement) as well as a draft of the Council's Habitat Regulations Assessment (HRA). The latter document being required by Regulations as a result of the development permitted by the proposed LDO.

RECOMMENDATIONS

1. That Committee approve and adopt the HRA included in draft at Appendix 2, subject to consultation with Natural England.
2. That, subject to adoption of the HRA as set out above, Committee approve and adopt the LDO as set out in draft at Appendix 1

CORPORATE

| | | | |
|--|---|--|---|
| To Promote the Enhancement of The Natural & Built Environment (Place) | √ | To Encourage Cohesive Communities (People) | √ |
| To Promote a Thriving Economy (Prosperity) | √ | To Meet Expectations of our Customers (Performance) | √ |

SUMMARY OF PREVIOUS DECISIONS

In 2012 the Council adopted THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER No. 1 (2012)

In 2014 the Council adopted the LANCASHIRE ADVANCED ENGINEERING & MANUFACTURING ENTERPRISE ZONE, PHASE 1 CONSULTATION MASTERPLAN which provides a framework for the delivery of the long-term strategic objectives of the Lancashire Enterprise Zone within the area known as Phase 1 of the Warton site.

REPORT

1. In the coalition Government's Autumn 2011 financial statement to the House of Commons, the Chancellor of the Exchequer granted Enterprise Zone status to Lancashire on BAE Systems Samlesbury and Warton sites, which together form the company's Warton Unit.
2. Local Development Orders (LDOs) were introduced by the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to extend permitted development rights for certain forms of development. In 2012 the Council adopted the 'LDO Warton No. 1 2012' to help facilitate investment and development in the Lancashire Enterprise Zone at Warton. This LDO expires on 5th October 2015 and BAE Systems have requested an extension of the benefits it grants. This report sets out the background to LDOs and Enterprise Zones and provides a description of the benefits granted by the proposed LDO (LDO Warton No.1 2015 – attached at appendix 1).
3. Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will become a national focal point for the sector, helping to mitigate the impact of the potential job losses at the Warton Unit and the wider impact this will have on the Lancashire economy. Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £23.3bn economy.
4. The Enterprise Zone will support genuine additional growth, creating new businesses and new jobs through a combination of inward investment, specifically the introduction of new Tier 1 companies to the UK securing reinvestment, and the growth of SMEs through technology spin-out businesses and new business starts. The Enterprise Zone will aim to provide the opportunity to create 4,000 to 6,000 high value jobs in the long term and 1,200 jobs in the short to medium term, capitalising on new and emerging market opportunities in the advanced engineering and manufacturing sector. This will strengthen and grow local supply chains through modernisation of the sector in Lancashire and the UK, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.
5. The Enterprise Zone will help to deliver the Lancashire Enterprise Partnership's (LEP) ambitions to drive sustainable economic growth and prosperity in Lancashire by maintaining and increasing the tradition of providing world class products and services made in Lancashire, generating and securing high value jobs, through the supply chain tiers and the Small and Medium Enterprises (SME) base within the advanced engineering and manufacturing sector.
6. The LEP will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governing Body, in association with the landowner, to assess each proposed development to ensure that the displacement of existing Lancashire based companies does not

occur and that any development is genuine growth in, and support to, the Advance Engineering and Manufacture sector. Activity will focus on international inward investment. This will further strengthen the UK's advanced engineering and manufacturing capabilities, building upon BAE Systems significant operations in Lancashire as well as the aerospace capabilities in the North West and UK. The Enterprise Zone Governing Body in association with the landowner will co-ordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit.

7. Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both the Lancashire and national economy will be the availability of a flexible, agile and highly-skilled workforce. It is highly likely that during average working life the existing and new workforce will need to retrain and re-skill more than once to exploit emergent technologies and markets. In support of this, BAE Systems and other partners will seek to establish a Regional Skills Academy at Samlesbury. This facility will provide and increase the existing provision of modern apprenticeships as well as ensuring a focus on life-long learning for individuals throughout their working life within the sector.
8. Fylde Borough Council has been working with Lancashire County Council and BAE Systems regarding the production of a LDO covering advanced engineering and manufacturing development at Warton. The current LDO (LDO Warton No. 1 2012) expires on 5th October 2015, it had a 'lifespan' of 3 years, upon the expiration of which a new LDO would be needed. Put simply BAE Systems have requested an extension of the benefits of an LDO for a period of nine years. The proposed LDO (LDO Warton No.1 2015 Draft – attached at appendix 1) has broadly three areas of significant change from the 2012 Order. First it reflects changes in legislation and regulations from 2012 to 2015, secondly it reflects the existence of a Council adopted Masterplan for Phase 1 of the Enterprise Zone at the Warton site and finally it grants the benefits of the proposed LDO for a period of nine years. All other conditions and safeguards to the local community and environment would continue as per the existing LDO.
9. The purpose of the LDO is to authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it relates to advanced engineering and manufacturing.
10. Development for purposes falling within the above Standard Industrial Classification¹ (SIC) Codes is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside of the above SIC Codes, or for complementary or supporting or ancillary uses, would potentially also be acceptable, and where such purposes are proposed the Local Planning Authority, following a recommendation of the Enterprise Zone Governing Body, will make an assessment of each such proposed development to ensure that they are within the permitted uses under the LDO.
11. Development outside the scope of the LDO will require the submission of a planning application. The Local Planning Authority will prioritise all proposals for development within the Enterprise Zone.

¹ The Standard Industrial Classification (SIC) classifies business establishments and other statistical units by the type of economic activity in which they are engaged.

| IMPLICATIONS | |
|---|---|
| Finance | There are no financial implications arising out of this report. |
| Legal | None |
| Community Safety | None |
| Human Rights and Equalities | None |
| Sustainability and Environmental Impact | A Draft Habitation Regulations Assessment is included at Appendix 2 |
| Health & Safety and Risk Management | None |

| LEAD AUTHOR | TEL | DATE | DOC ID |
|---------------|--------------|---------------------------------|--------|
| Stephen Smith | 01253 658445 | 24 th September 2015 | |

| LIST OF BACKGROUND PAPERS | | |
|---|------|---|
| Name of document | Date | Where available for inspection |
| The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order No. 1 (2012) | 2012 | http://www.fylde.gov.uk/business/planning/localdevelopmentorders/ |
| Warton Enterprise Zone Masterplan | 2014 | http://www.fylde.gov.uk/business/planning/localdevelopmentorders/ |

Attached documents

1. The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order No. 1 (2015) Draft
2. LDO No. 1 (2015) Draft Habitat Regulations Assessment (HRA)
3. LDO No. 1 (2015) Statement of Community Involvement
4. BAE Systems LDO Extension Request Letter



THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER NO.1 (2015) DRAFT

STATEMENT OF REASONS AND DRAFT LOCAL DEVELOPMENT ORDER

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER No 1 (2015) is part of a phased approach to the development of the Warton part of the Lancashire Enterprise Zone. The LDO, and the terms within it, will be active for a period of nine years following the day of its adoption.

In 2012 the Council adopted THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER No. 1 (2012), this LDO will lapse in October 2015 and it is intended that this current LDO will continue 'in its place'.

In 2014 the Council adopted the LANCASHIRE ADVANCED ENGINEERING & MANUFACTURING ENTERPRISE ZONE, PHASE 1 CONSULTATION MASTERPLAN which provides a framework for the delivery of the long-term strategic objectives of the Lancashire Enterprise Zone within the area known as Phase 1 of the Warton site.

1. Introduction

- 1.1 Local Development Orders (LDOs) were introduced with the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to extend permitted development rights for certain forms of development. The Planning Act 2008 removes the requirement that LDOs should implement policies set out in adopted local development documents.

- 1.2 Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) paragraph (1) outlines that *'where a Local Planning Authority propose to make a local development order (LDO) they must first prepare:*
(a) a draft of the order; and
(b) a statement of their reasons for making the order'.

The LDO is provided at Appendix 1.

- 1.3 Article 38 paragraph (2) of the DMPO states that *'the statement of reasons must contain:*
(a) a description of the development which the order would permit; and
(b) a plan or statement identifying the land to which the order would relate'.

The text in this document acts as the statement of reasons for making the LDO. A plan identifying the land to which the LDO relates is attached at Appendix 2. The boundaries of the Enterprise Zone and the parcels of land within it are included in Appendix 3.

2. Background

- 2.1 In the coalition Government's Autumn 2011 financial statement to the House of Commons, the Chancellor of the Exchequer granted Enterprise Zone status to Lancashire on BAE Systems Samlesbury and Warton sites, which together form the company's Warton Unit.
- 2.2 Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will become a national focal point for the sector, helping to mitigate the impact of the potential job losses at the Warton Unit and the wider impact this will have on the Lancashire economy. Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £23.3bn economy.
- 2.3 The Enterprise Zone will support genuine additional growth, creating new businesses and new jobs through a combination of inward investment, specifically the introduction of new Tier 1 companies to the UK securing reinvestment, and the growth of SMEs through technology spin-out businesses and new business starts. The Enterprise Zone will aim to provide the opportunity to create 4,000 to 6,000 high value jobs in the long term and 1,200 jobs in the short to medium term, capitalising on new and emerging market opportunities in the advanced engineering and manufacturing sector. This will strengthen and grow local supply chains through modernisation of the sector in Lancashire and

the UK, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.

- 2.4 The Enterprise Zone will help to deliver the Lancashire Enterprise Partnership's (LEP) ambitions to drive sustainable economic growth and prosperity in Lancashire by maintaining and increasing the tradition of providing world class products and services made in Lancashire, generating and securing high value jobs, through the supply chain tiers and the Small and Medium Enterprises (SME) base within the advanced engineering and manufacturing sector.
- 2.5 The LEP will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governing Body, in association with the Land Owner to assess each proposed development to ensure that the displacement of existing Lancashire based companies does not occur and that any development is genuine growth in, and support to, the Advance Engineering and Manufacture sector. Activity will focus on international inward investment. This will further strengthen the UK's advanced engineering and manufacturing capabilities, building upon BAE Systems significant operations in Lancashire as well as the aerospace capabilities in the North West and UK. The Enterprise Zone Governing Body in association with the Land Owner will co-ordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit.
- 2.6 Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both the Lancashire and national economy will be the availability of a flexible, agile and highly-skilled workforce. It is highly likely that during average working life the existing and new workforce will need to retrain and re-skill more than once to exploit emergent technologies and markets. In support of this, BAE Systems and other partners will seek to establish a Regional Skills Academy at Samlesbury. This facility will provide and increase the existing provision of modern apprenticeships as well as ensuring a focus on life-long learning for individuals throughout their working life within the sector.

3. Why a Local Development Order (LDO)

- 3.1 Fylde Borough Council has been working with Lancashire County Council and BAE Systems regarding the production of a LDO covering advanced engineering and manufacturing development at Warton.
- 3.2 The purpose of the LDO is to authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it relates to advanced engineering and manufacturing.

Advanced engineering and manufacturing typical uses may include:

- Aerospace (30.3, 28.4)
- General Aviation Services (52.23)
- High-end automotive including motorsport, electric/alternative energy vehicles,
- (29.1, 29.3)
- Computing, systems engineering and autonomous systems (62.01, 72.1)
- Nuclear (35.1)¹
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1).

3.3 Development for purposes falling within the above Standard Industrial Classification² (SIC) Codes is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside of the above SIC Codes, or for complementary or supporting or ancillary uses, would potentially also be acceptable, and where such purposes are proposed the Local Planning Authority, following a recommendation of the Enterprise Zone Governing Body, will make an assessment of each such proposed development to ensure that they are within the permitted uses under the LDO.

3.4 Development outside the scope of the LDO will require the submission of a planning application. The Local Planning Authority will prioritise all proposals for development within the Enterprise Zone.

3.5 There are a number of key drivers behind the LDO in that it will:

- provide a comprehensive outline of all development that is permitted in Phase 1 (which is shown on the Map at Appendix 2 of the LDO), without the need for further planning permission;
- enable and facilitate economic development and allow sustainable economic growth to happen rapidly without further planning constraint allowing the developer to react quickly to economic growth opportunities;
- enable the Enterprise Zone to rapidly respond accordingly to the requirements of advanced engineering and manufacturing firms;
- establish a framework for the overall development of Phase 1, which can promote

¹ The use of land for the production, enrichment, storage or disposal of nuclear fuel falls within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment Regulations) 2011 and would therefore fall outside the remit of this Local Development Order

² The Standard Industrial Classification (SIC) classifies business establishments and other statistical units by the type of economic activity in which they are engaged.

- and communicate a clear policy to stakeholders and potential investors;
 - build up confidence in and inform the community of future development in Phase 1;
 - improve investor and occupier clarity, certainty and confidence;
 - realise the Enterprise Zone's full economic potential as a national centre for advanced engineering and manufacturing activity;
 - reduce the burden on the Local Planning Authority, parish councils and consultees;
- and demonstrate a positive approach to planning.

5. Development within Phase 1 of the Enterprise Zone (Warton)

- 5.1 The LDO provides an opportunity to permit development across Phase 1 in line with Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it relates to advance engineering and manufacturing.
- 5.2 The LDO is designed to be flexible and responsive to change, but it is not open-ended and has a number of conditions which need to be discharged by the Local Planning Authority. These are as follows:

Conditions

(1) Development is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls within the following SIC Codes:

- Aerospace (30.3, 28.4)
- General Aviation Services (52.23)
- High-end automotive including motorsport, electric/alternative energy vehicles, (29.1, 29.3)
- Computing, systems engineering and autonomous systems (62.01, 72.1)
- Nuclear (35.1)
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1)

(2) Development for advanced engineering, or manufacturing purposes, or for ancillary, complementary or supportive uses, which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the Local Planning Authority of its proposal and the Local Planning Authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering, or manufacturing, or ancillary complementary, or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the Local Planning Authority shall have so notified the developer or the 28 day period specified below has passed without a response from the Local Planning Authority. The Local Planning Authority shall respond in writing to such

notification within 28 working days provided that if no response has been received within the 28 day period it shall be deemed to be considered satisfactory by the Local Planning Authority.

(3) Prior to the commencement of development the developer shall provide copies of plans to the Local Planning Authority for information.

(4) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.

(5) Access to development permitted by the LDO shall be provided through the existing Mill Lane entrance and/or through such other access points as may be approved by the Local Planning Authority. Access arrangements and other measures for proposed development under the LDO shall be submitted to the Local Planning Authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The Local Planning Authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the Local Planning Authority within this 28 day period then the arrangements shall be deemed to be approved.

(6) All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and approved by the Local Planning Authority in consultation with the local highway authority.

(7) Developments that exceed standard thresholds (national) (Appendix 4) shall have a Travel Plan approved by the Local Planning Authority. Parking levels for all developments to be in accordance with the Local Planning Authority's Standards.

(8) Construction vehicles associated with development shall endeavour not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.

(9) Development proposed under the LDO shall be in general accordance with the principles of the adopted Lancashire Advanced Engineering & Manufacturing Enterprise Zone Phase 1 Site Consultation Masterplan.

(10) An ecological assessment shall be undertaken to inform the design of development, and the incorporation of measures to avoid, mitigate or compensate for any likely ecological impacts. The ecological assessment (as well as avoidance, mitigation and compensation proposals) shall be submitted to

the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.

(11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved. The development shall be carried out in accordance with the approved scheme.

(12) Prior to commencing development under the LDO of the area shown hatched red on the plan (attached at Appendix 5 – Development Constraints Plan 1), the developer shall consult with the holder of munitions licence number XI/4111/832/1-6 in relation to BAE Systems' Warton site, and no development shall be permitted under the LDO until such person has conducted and submitted to the Local Planning Authority an appropriate risk assessment and the said risk assessment has been approved by the Local Planning Authority, in consultation with the said licence holder.

(13) Prior to commencing any development under the LDO the developer shall consult with the holder of the military and civil flight licence number P748 in relation to BAE Systems' Warton Site and no development shall take place until such person has submitted plans of the proposed development for approval and the Local Planning Authority has approved such plans in consultation with the said licence holder. Any development under the LDO shall comply with the following conditions:

- (a) New buildings, subsequent extensions/modifications, street furniture and other potential obstructions shall be no taller than the heights specified in the drawing (attached at Appendix 5 – Development Constraints Plan 1).
- (b) Developments shall not include landscaping or water features that may increase the risk of a bird strike to aircraft using the aerodrome. Guidance may be found in CAP 772 – Bird Strike Risk Management for Aerodromes.
- (c) Lighting shall be of the construction of full cut off ensuring that there shall be no spill of light beyond the horizontal that may dazzle, or distract pilots, or air traffic controllers on or in the vicinity of the aerodrome.

(d) During any construction work developers shall be cognisant of, and comply with, the British Standard Institute Code of Practice for the Safe Use of Cranes, BS 7121, Part 1, in particular, paragraph 9.3.3.

(e) To prevent adverse electronic magnetic interference to aeronautical systems on the airfield, radio equipment (save for conventional domestic radios) shall not be installed or operated at the development.

(f) Wind turbines shall not be erected at the development.

(g) Buildings shall not be clad with materials that may cause interference with Navigation Aids at the aerodrome.

(14) Prior to commencement of any development permitted by this LDO:

(a) A remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy relating to the site of such development and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved.

(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

(15) In order to protect the residential amenity of adjacent occupiers:

(a) The development shall incorporate a landscaped area along the area shown hatched blue on the plan attached at Appendix 6 – Development Constraints Plan 2.

(b) The overall height of any new building or subsequent extension shall not exceed the heights specified in the plan attached at Appendix 6 – Development Constraints Plan 2.

(c) The direction, cowling and intensity of any external lighting is such so as to prevent unacceptable glare to any adjacent residential properties.

(d) Unless otherwise agreed in writing by the Local Planning Authority, no extraction and ventilation equipment or external service areas shall be located on any building facade which faces an existing residential building and is within the area shown hatched yellow on the plan attached at Appendix 6 – Development Constraints Plan 2. The Local Planning Authority shall agree to such development where the extraction and ventilation equipment or external service areas located within the identified area and in line of sight of any adjacent residential property shall be provided with appropriate acoustic and visual screening.

(e) The area shown hatched yellow on the plan attached at Appendix 6 – Development Constraints Plan 2 shall be restricted to development for use within Class B1 of the Town and Country Planning (Use Classes) Order 1987 as amended.

6. Environmental Impact Assessment (EIA)

- 6.1 Regulation 29 of the Town and Country Planning (Environmental Impact Assessment) Regulations (Statutory Instrument 2011/1824) as amended applies in relation to Schedule 2 development for which a Local Planning Authority propose to grant planning permission by local development order.
- 6.2 A request for an EIA Screening Opinion was made to Fylde Borough Council on 20th July 2015 to establish whether an Environmental Statement is required in respect of development in Phase 1. Prior to adopting this Local Development Order, the Local Planning Authority will issue a screening opinion in accordance with the Town & Country Planning (Environmental Impact Assessment) Regulations 2011, as amended and carry out a Habitats Regulations Assessment in accordance with the Conservation of Habitats and Species Regulations 2010 as amended.

7. How does the LDO relate to other planning documents?

- 7.1 The LDO is consistent with the National Planning Policy Framework.
- 7.2 The Fylde Borough Local Plan (adopted May 2003, as altered October 2005): Policy EMP2 (Existing Industrial Areas) seeks to retain the BAE Systems site at Warton in Class B Business and Industrial Uses and proposals for development and/or redevelopment will be permitted (subject to caveats) for Business and Industrial Uses.
- 7.3 The existing permissions in the Phase 1 Warton LDO area are:
 - Formation of car park with associated lighting, following the removal of existing temporary building (Application Code No: 05/11/0444).
 - Roof lift to Building 386 (Application Code No: 05/09/0332).

- Vacuum Plant Installation – External to W302 Hangar (Application Code No: 05/07/0387).
- Additional Car Parking Spaces (Application Code No: 05/07/0377).

7.4 In 2014 the Council adopted the Lancashire Advanced Engineering & Manufacturing Enterprise Zone Phase 1 Site Consultation Masterplan. This document was published by BAE Systems and provides a framework for the delivery of the long-term strategic objectives of the Lancashire Enterprise Zone within the area known as Phase 1 of the Warton site. This Masterplan provides the broad strategic context for current and future LDOs.

7.5 Future LDOs at Warton will incorporate the Masterplan. Future LDOs will not revisit the aspirations and overall conclusions of the Masterplan, but instead will act as a tool to facilitate delivery and to guide its implementation.

8. Other Statutory Requirements

8.1 Whilst the LDO grants planning permission for certain types of development, it will remain the responsibility of the developers to ensure that all other statutory requirements beyond the scope of the planning system are adhered to. The LDO does not remove the requirement for consent obtainable under other legislation such as Building Regulations, Hazardous Substances Consent or Advertisement Consent, and licences from bodies such as Natural England.

9. Area Covered by LDO

9.1 The LDO has been prepared to cover all land within Phase 1. Phase 1 comprises Parcels 1 to 5 inclusive and extends to 8.2 hectares. The boundary of Phase 1 is shown on the Map in Appendix 2.

10. Consultation on the LDO

10.1 A fundamental principle of LDOs is that they represent a partnership approach to development management. This requires an approach to consultation which seeks support for the concept of the LDO and its objectives, both among the direct participants; the communities affected; and wider stakeholders. As part of the preparation of this LDO the following consultation arrangements were put in place:

- The draft LDO, a plan and the statement of reasons were placed on the website of Fylde Borough Council. The consultation period was undertaken from 20th August 2015 until 17th September 2015.
- Following the expiry of the consultation all responses were recorded, analysed and assessed in a Statement of Community Involvement report which informed the preparation of the Final version of the LDO.

11. Structure of the LDO

11.1 The LDO sets out, for Class B (including ancillary uses) of the Town and Country Planning (Use Classes) Order 1987 as amended:

- Development to be permitted by the LDO.
- Development falling outside the scope of the LDO and, therefore requiring the submission of a planning application.
- Conditions pertinent to all pertinent Classes.

DRAFT

2. SUMMARY OF THE LOCAL DEVELOPMENT ORDER

The LDO seeks to grant permission for development for advanced engineering and manufacturing uses in Phase 1 subject to a number of conditions.

APPENDIX 1



THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER NO 1 (2015)

Lifetime of the LDO and options following its expiry

The LDO, and the terms within it, will be active for a period of nine years following the day of its adoption, and will expire following this period. However, the LDO may be revoked within this period if a replacement LDO for the site is advanced and adopted during that period.

Development which has started under the provisions of the LDO will be allowed to be completed in the event that the LDO is revoked, revised or expires.

Options following its expiry:

- (a) Renew with no revisions; or
- (b) Renew with new terms and conditions.

The LDO does not remove the requirement for consent obtainable under other legislation such as Building Regulations, Hazardous Substances Consent or Advertisement Consent, and licences from bodies such as Natural England.

The LDO does not prevent development taking place which is not covered by the LDO. Where such development is proposed then a standard planning application will be required. Further the LDO does not prevent development taking place under any existing planning permission, nor does it prevent future applications being made in respect of the area covered by it.

Development Permitted by the LDO

(1) The carrying out of development (including the erection or alteration of a building) within Use Class B for the purposes of advanced engineering and manufacturing.

(2) The carrying out of development (including the erection or alteration of a building) ancillary to the purposes listed in Condition 1.

Development is not permitted

Development is not permitted by the LDO if it would require the submission of an Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended.

Conditions

(1) Development is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls within the following SIC Codes:

- Aerospace (30.3, 28.4)
- General Aviation Services (52.23)
- High-end automotive including motorsport, electric/alternative energy vehicles, (29.1, 29.3)
- Computing, systems engineering and autonomous systems (62.01, 72.1)
- Nuclear (35.1)
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1)

(2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the Local Planning Authority of its proposal and the Local Planning Authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the Local Planning Authority shall have so notified the developer, or the 28 day period specified below has passed without a response from the Local Planning Authority. The Local Planning Authority shall respond in writing to such notification within 28 working days provided that if no response has been received within the 28 day period it shall be deemed to be considered satisfactory by the Local Planning Authority.

(3) Prior to the commencement of development the developer shall provide copies of plans to the Local Planning Authority for information.

(4) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.

(5) Access to development permitted by the LDO shall be provided through the existing Mill Lane entrance and/or through such other access points as may be approved by the Local Planning Authority. Access arrangements and other measures for proposed development under the LDO shall be submitted to the Local Planning Authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The Local Planning Authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the Local Planning Authority within this 28 day period then the arrangements shall be deemed to be approved.

(6) All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and approved by the Local Planning Authority in consultation with the local highway authority.

(7) Developments that exceed standard thresholds (national) (Appendix 4) shall have a Travel Plan approved by the Local Planning Authority. Parking levels for all developments to be in accordance with the Local Planning Authority's Standards.

(8) Construction vehicles associated with development shall endeavour not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.

(9) Development proposed under the LDO shall be in general accordance with the principles of the adopted Lancashire Advanced Engineering & Manufacturing Enterprise Zone Phase 1 Site Consultation Masterplan.

(10) An ecological assessment shall be undertaken to inform the design of development, and the incorporation of measures to avoid, mitigate or compensate for any likely ecological impacts. The ecological assessment (as well as avoidance, mitigation and compensation proposals) shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.

(11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority

within this 28 day period the arrangements shall be deemed to be approved. The development shall be carried out in accordance with the approved scheme.

(12) Prior to commencing development under the LDO of the area shown hatched red on the plan (attached at Appendix 5 – Development Constraints Plan 1) the developer shall consult with the holder of munitions licence number XI/4111/832/1-6 in relation to BAE Systems' Warton site and no development shall be permitted under the LDO until such person has conducted and submitted to the Local Planning Authority an appropriate risk assessment and the said risk assessment has been approved by the Local Planning Authority in consultation with the said licence holder.

(13) Prior to commencing any development under the LDO the developer shall consult with the holder of the military and civil flight licence number P748 in relation to BAE Systems' Warton Site and no development shall take place until such person has submitted plans of the proposed development for approval and the Local Planning Authority has approved such plans in consultation with the said licence holder. Any development under the LDO shall comply with the following conditions:

- (a) New buildings, subsequent extensions/modifications, street furniture and other potential obstructions shall be no taller than the heights specified in the drawing (attached at Appendix 5 – Development Constraints Plan 1).
- (b) Developments shall not include landscaping or water features that may increase the risk of a bird strike to aircraft using the aerodrome. Guidance may be found in CAP 772 – Bird Strike Risk Management for Aerodromes.
- (c) Lighting shall be of the construction of full cut off ensuring that there shall be no spill of light beyond the horizontal that may dazzle or distract pilots or air traffic controllers on or in the vicinity of the aerodrome.
- (d) During any construction work developers shall be cognisant of, and comply with, the British Standard Institute Code of Practice for the Safe Use of Cranes, BS 7121, Part 1, in particular, paragraph 9.3.3.
- (e) To prevent adverse electronic magnetic interference to aeronautical systems on the airfield, radio equipment (save for conventional domestic radios) shall not be installed or operated at the development.
- (f) Wind turbines shall not be erected at the development.
- (g) Buildings shall not be clad with materials that may cause interference with Navigation Aids at the aerodrome

(14) Prior to commencement of any development permitted by this LDO:

(a) A remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy relating to the site of such development and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved.

(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

(15) In order to protect the residential amenity of adjacent occupiers:

(a) The development shall incorporate a landscaped area along the area shown hatched blue on the plan attached at Appendix 6 – Development Constraints Plan 2.

(b) The overall height of any new building or subsequent extension shall not exceed the heights specified in the plan attached at Appendix 6 – Development Constraints Plan 2.

(c) The direction, cowl and intensity of any external lighting is such so as to prevent unacceptable glare to any adjacent residential properties.

(d) Unless otherwise agreed in writing by the Local Planning Authority, no extraction and ventilation equipment or external service areas shall be located on any building facade which faces an existing residential building and is within the area shown hatched yellow on the plan attached at Appendix 6 – Development Constraints Plan 2. The Local Planning Authority shall agree to such development where the extraction and ventilation equipment or external service areas located within the identified area and in line of sight of any adjacent residential property shall be provided with appropriate acoustic and visual screening.

(e) The area shown hatched yellow on the plan attached at Appendix 6 – Development Constraints Plan 2 shall be restricted to development for use within Class B1 of the Town and Country Planning (Use Classes) Order 1987 as amended.

Notes:

Where development details submitted indicate that there are likely to be significant adverse impacts on the local highway network the developer shall submit for approval by the Local Planning Authority (in consultation with the local highway authority) proposed on-site and/or off-site works to mitigate such impacts. Where the information provided demonstrates that significant adverse impacts on the local highway network cannot be appropriately mitigated, a planning application will be required for the development.

To ensure the early identification of potential impacts associated with any on-site contamination, the developer is strongly encouraged to undertake pre-submission consultation with the Council's Environmental Health department and the Environment Agency in relation to site investigation works and any remediation strategy subsequently required to satisfy Condition 14.

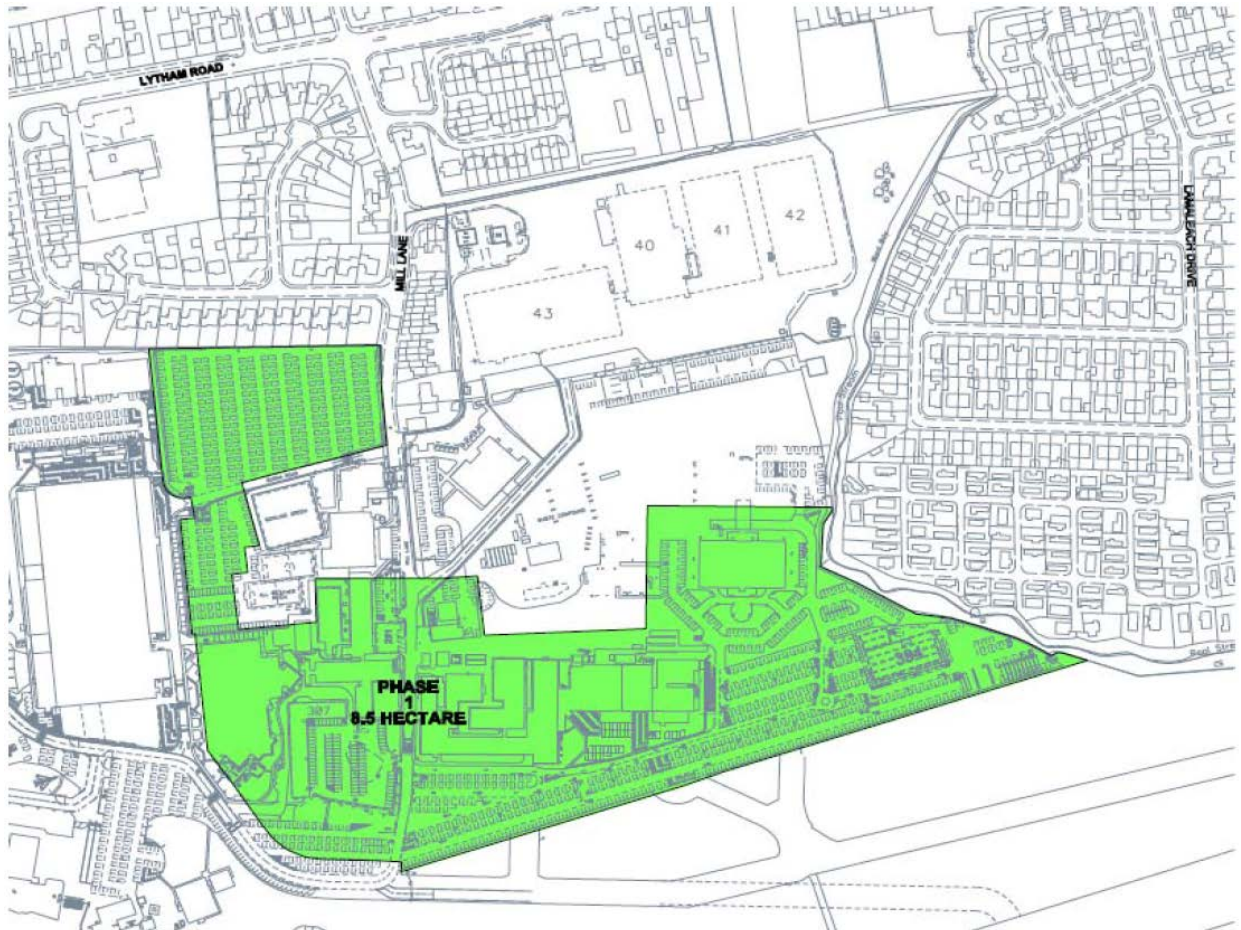
Pool Stream is designated as a Main River watercourse. Any development within 8 metres of the top of the bank will require the written consent of the Environment Agency.

Interpretation

The purpose of the LDO is to authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in relation to advanced engineering and manufacturing and ancillary uses.

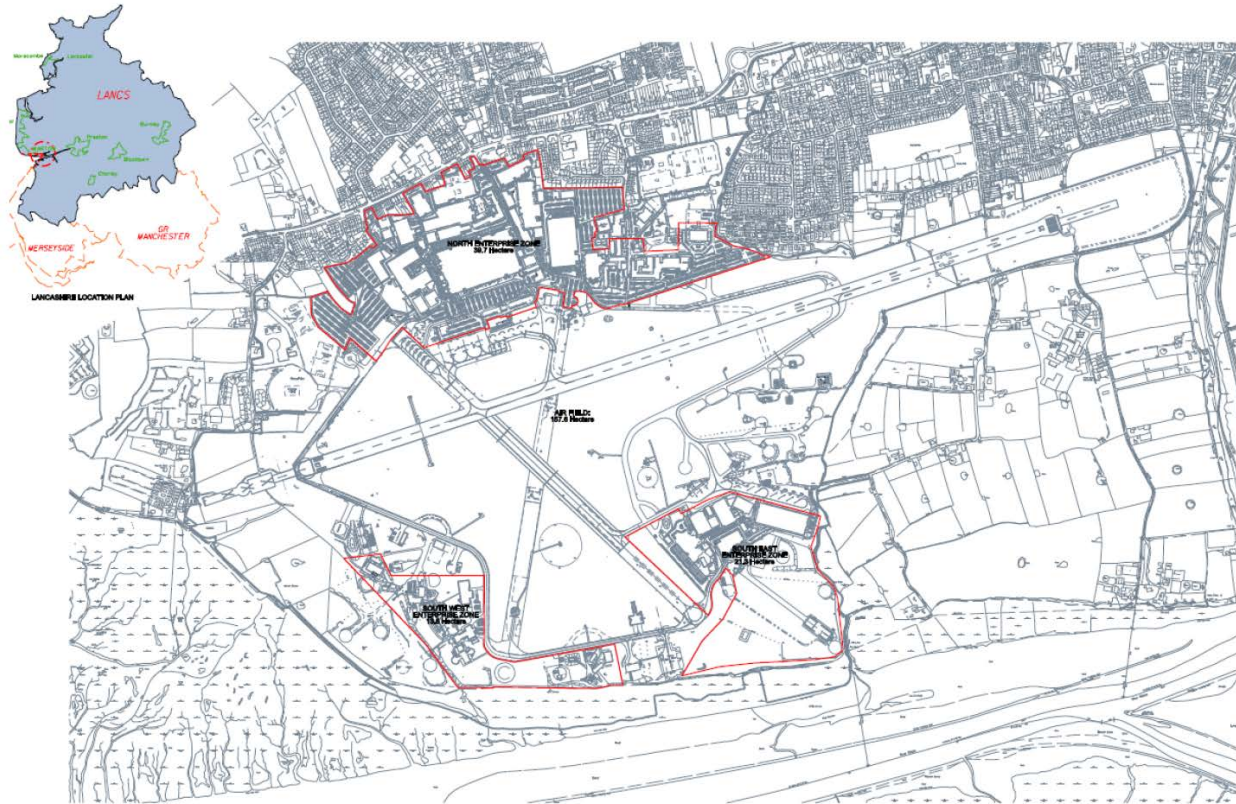
APPENDIX 2

MAP OF PHASE 1 OF THE LANCASHIRE ENTERPRISE ZONE (WARTON)



APPENDIX 3

MAP OF LANCASHIRE ENTERPRISE ZONE (WARTON)



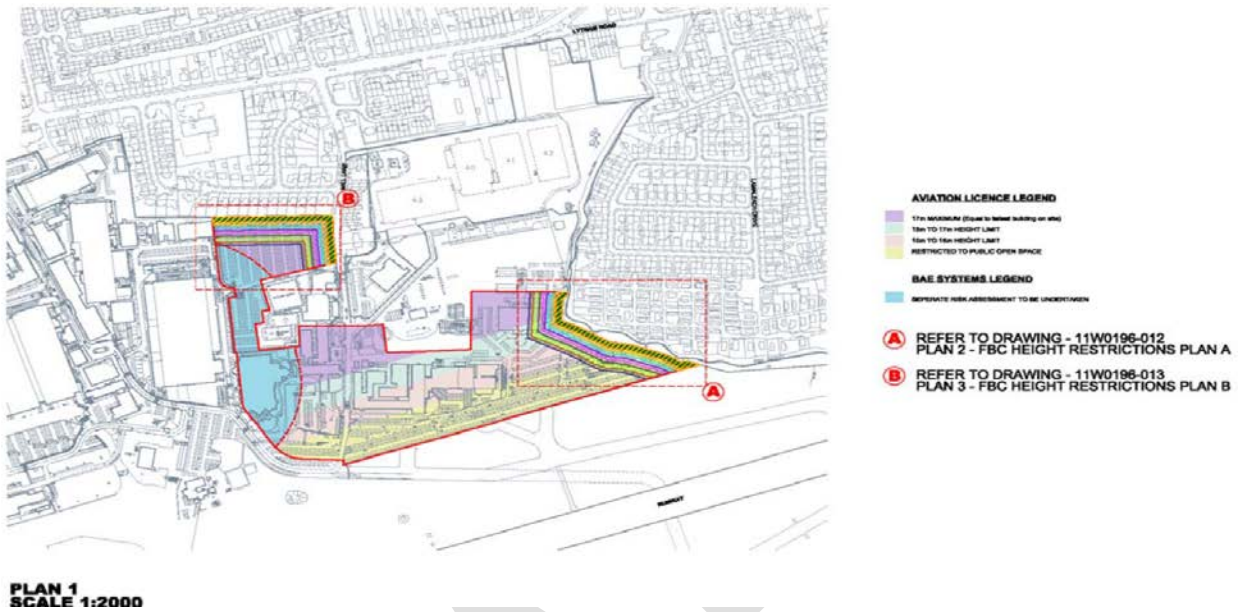
APPENDIX 4

NATIONAL TRAVEL PLAN THRESHOLDS USE CLASS TRAVEL PLAN THRESHOLD
M² GFA UNLESS STATED

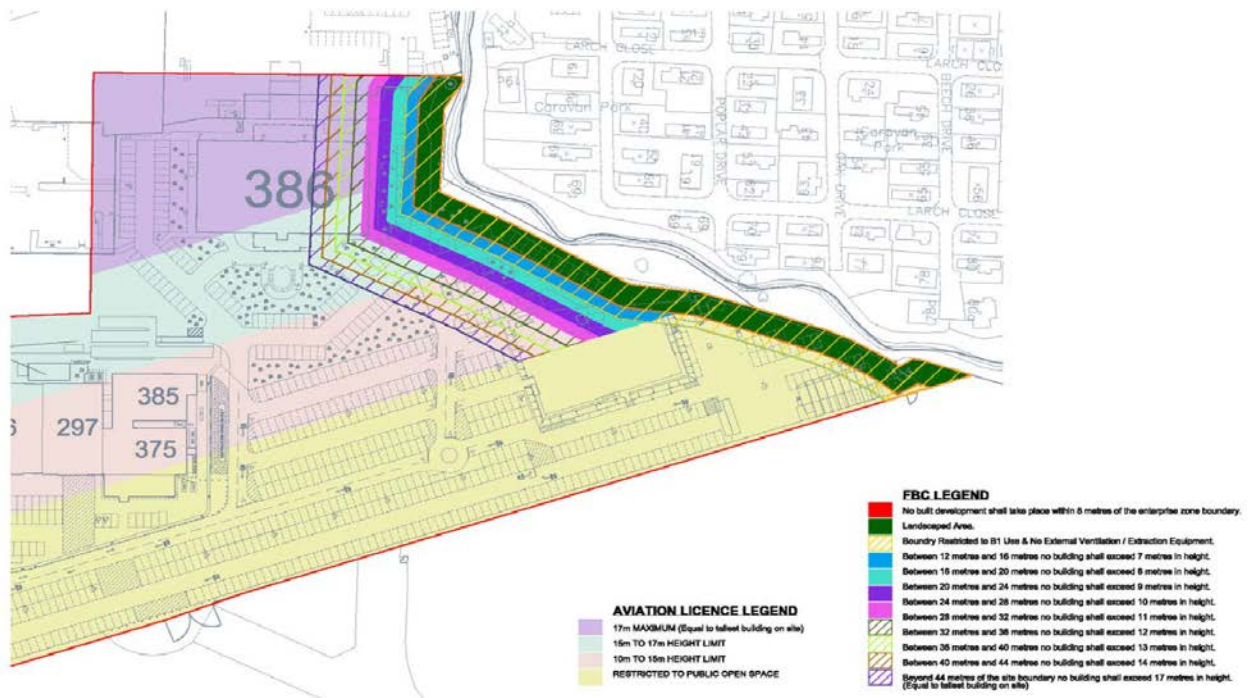
| USE CLASS | TRAVEL PLAN THRESHOLD M² GFA UNLESS STATED |
|---|--|
| A1 Food retail | >800 |
| A1 Non Food Retail | >1500 |
| A2 Financial and professional services | >2500 |
| A3 Restaurants and cafes | >2500 |
| A4 Drinking establishments | >600 |
| A5 Hot Food Takeaways | >500 |
| B1 (a) Offices Other than those within A2; (b) Research and Development; and (c) Light Industry | >2500 |
| B2 General Industry | >4000 |
| B8 Storage and Distribution | >5000 |
| C1 Hotels | >100 bedrooms |
| C2 Residential Institutions, Hospitals and nursing homes | >50 beds |
| C2 Residential College and school | >150 students |
| C2 Residential Institutions – Institutional hostels | >400 residents |
| C3 Dwelling Houses | >80 units |
| D1 Non residential institutions | >1000 |
| D2 Assembly and leisure | >1500 |
| Other | Discuss with LCC Highways Team |

APPENDIX 5

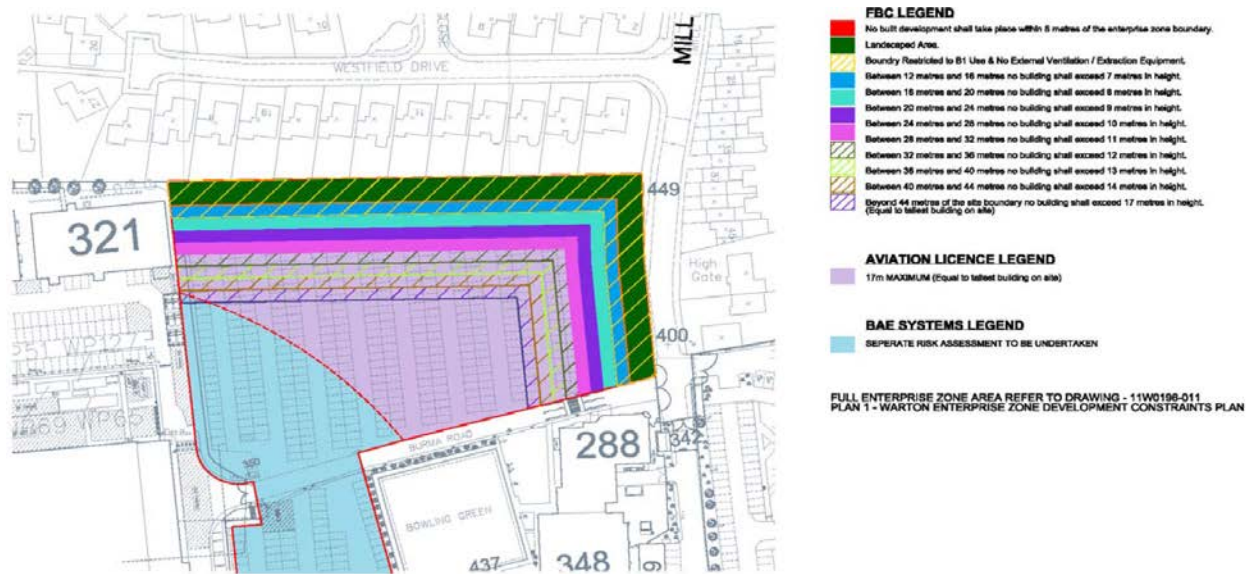
DEVELOPMENT CONSTRAINTS PLAN 1



APPENDIX 6 – DEVELOPMENT CONSTRAINTS PLAN 2 – FBC HEIGHT RESTRICTIONS PLAN A



APPENDIX 6 – DEVELOPMENT CONSTRAINTS PLAN 3 - FBC HEIGHT RESTRICTIONS PLAN B



Draft Habitats Regulations Assessment

**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL
DEVELOPMENT ORDER NO.1 (2015) DRAFT**



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Summary

This is a record of the Habitats Regulations Assessment for Phase 1 of the proposed THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER (LDO) No 1 (2015). This assessment is undertaken by Fylde Borough Council as the competent and determining authority.

The LDO would be located approximately 1.1 km from the Ribble & Alt Estuary Special Protection Area (SPA). It is also noted that the designated site is the subject of overlapping International, European (Natura 2000) and national designations: Ribble & Alt Estuaries Ramsar Site, Ribble & Alt Estuaries Special Protection Area, and Ribble Estuary Site of Special Scientific Interest (SSSI). To the east and south of the Ribble & Alt Estuaries SPA are the Liverpool Bay SPA and Sefton Coast SAC.

This assessment is undertaken in order to satisfy the requirements of the Habitats Directive (EC/92/42/EEC) and the Wild Birds Directive (ECn9/409/EEC). The purpose of the Appropriate Assessment is to determine that the proposal will not adversely affect the integrity of the relevant designated Natura 2000 sites in terms of their conservation objectives.

Given the distance of the site from the estuary and the intervening airfield uses which prevents direct access from the development site to the Estuary, it is not considered that there will be any direct impacts as a result of the development of the site or the future use of the site as a result of noise, disturbance and general activity.

The key concern identified is the potential for pollution to enter Pool Stream given the proximity of the proposed development to that water course which is a tributary of the Ribble Estuary which in turn flows into the Liverpool Bay SPA.

Having carried out the screening process under the Habitats Regulations, it is considered that, in the absence of any mitigation and taking a "worst case scenario" there is potential for the development covered by the proposed LDO to have a significant impact on the Ribble & Alt Estuaries SPA and Ramsar site as a result of potential contamination entering Pool Stream. It is considered that, due to the dilution effect, whilst there is potential for trace contamination to enter the adjacent Liverpool Bay SPA and Sefton Coast SAC, there would be no significant impact on the qualifying interest features of those areas.

Accordingly, an Appropriate Assessment of the potential impacts of the proposal on the integrity of the site has been carried out including the potential mitigation of those impacts.

It is considered that the imposition of conditions in order to a) control the foul and surface water discharges from the site and b) to secure a comprehensive scheme of remediation of any contamination found on the site will prevent contamination entering the aquifer and/or Pool Stream.

The proposed conditions are considered to provide suitable mitigation against potential contamination of the Ribble & Alt Estuaries Special Protection Area and so there will be no adverse impact on the integrity of the site.

As these conditions require the submission of adequate information to, and will be monitored by, Fylde Borough Council, the Council is able to guarantee the delivery of the proposed mitigation.

Accordingly, it is considered that the proposed Local Development Order may be authorised.

1. Background to the Assessment

1.1 Introduction

This is a record of the Habitats Regulations Assessment for Phase 1 of the proposed THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER (LDO) No 1 (2015). This assessment is undertaken by Fylde Borough Council as the competent and determining authority.

The site which is proposed to be the subject of the Warton Phase 1 LDO is located approximately 1.1 km from the Ribble & Alt Estuary Special Protection Area (SPA).

It is also noted that the designated site is the subject of overlapping International, European (Natura 2000) and national designations: Ribble & Alt Estuaries Ramsar Site, Ribble & Alt Estuaries Special Protection Area, and Ribble Estuary Site of Special Scientific Interest (SSSI). The Ribble & Alt Estuary SPA is also located adjacent to the Sefton Coast SAC to the south and the Liverpool Bay SPA to the west.

1.2 Background to the Habitat Regulations Assessment Process

Article 6 of the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive), as transposed in to UK law under the Conservation of Habitats and Species Regulations 2010 as amended, requires an appropriate assessment to be carried out where a plan or project may give rise to significant effects upon a Natura 2000 site, where that project is not directly connected with or necessary to the management of the site.

Natura 2000 sites include Special Protection Areas (SPAs), Special Areas for Conservation (SAC), candidate SACs and proposed SPAs. European designated sites consisting of land covered continuously or intermittently by tidal waters, or any part of the sea, are also referred to as 'European Marine Sites'. Ramsar sites are also required to undergo an Appropriate Assessment when a plan or project is considered likely to have a significant effect upon a site (Defra, 2006). For the purposes of this assessment, Ramsar sites are also referred to as Natura 2000 sites.

The Local Planning Authority is considered a competent authority under Part 6 the Conservation of Habitats and Species Regulations 2010 as amended. Before deciding to undertake a plan or project that may give rise to significant effects upon a Natura 2000 site, a competent authority must make an assessment of the implications for the site in view of that site's conservation objectives if the plan or project is not directly connected with or necessary to the management of that site

The carrying out of works will be subject to the general obligation of protection under Article 6(2) of the Habitats Directive i.e. avoiding deterioration of natural habitats and species' habitats and significant disturbance that affect the species for which the site has been designated. The competent authority must also consult with the appropriate nature conservation body (i.e. Natural England) and have regard to any representations made by that body.

Each stage of the assessment determines whether a further stage in the process is required. If the conclusion of Stage 1 is that there will be no significant impacts on the Natura 2000 site,

there is no requirement to undertake further stages. However, if Stage 1 identifies that there are likely to be effects on the Natura 2000 site, an assessment of the implications of the plan or project for the conservation objectives of those features of the site likely to be affected must be undertaken. This element of the process is known as an Appropriate Assessment.

In making this assessment, it is important to recognise that it will need to be appropriate to the likely scale, importance and impact of the development. A key outcome of the Appropriate Assessment is to identify whether the integrity of the Natura 2000 site is likely to be significantly affected by the plan or project, and whether the conservation status of the primary interest features of the site could be impacted.

2 Scheme Description

2.1 Scheme Background & Proposals

In the coalition Government's Autumn 2011 financial statement to the House of Commons, the Chancellor of the Exchequer granted Enterprise Zone status to Lancashire on BAE Systems Samlesbury and Warton sites, which together form the company's Warton Unit.

Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will become a national focal point for the sector, helping to mitigate the impact of the potential job losses at the Warton Unit and the wider impact this will have on the Lancashire economy. Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £23.3bn economy.

The Enterprise Zone will support genuine additional growth, creating new businesses and new jobs through a combination of inward investment, specifically the introduction of new Tier 1 companies to the UK securing reinvestment, and the growth of SMEs through technology spin-out businesses and new business starts. The Enterprise Zone will aim to provide the opportunity to create 4,000 to 6,000 high value jobs in the long term and 1,200 jobs in the short to medium term, capitalising on new and emerging market opportunities in the advanced engineering and manufacturing sector. This will strengthen and grow local supply chains through modernisation of the sector in Lancashire and the UK, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.

The Enterprise Zone will help to deliver the Lancashire Enterprise Partnership's (LEP) ambitions to drive sustainable economic growth and prosperity in Lancashire by maintaining and increasing the tradition of providing world class products and services made in Lancashire, generating and securing high value jobs, through the supply chain tiers and the Small and Medium Enterprises (SME) base within the advanced engineering and manufacturing sector.

The LEP will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governing Body, in association with the Land Owner to assess each proposed development to ensure that the displacement of existing Lancashire based companies does not occur and that any development is genuine growth in, and support to, the Advance Engineering and Manufacture sector. Activity will focus on international inward investment. This will further strengthen the UK's advanced engineering and manufacturing capabilities, building upon BAE Systems significant operations in Lancashire as well as the aerospace capabilities in the North West and UK. The Enterprise Zone Governing Body in association with the Land Owner will co-ordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit.

Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both the Lancashire and national economy will be the availability of a flexible, agile and highly-skilled workforce. It is highly likely that during average working life the existing and

new workforce will need to retrain and re-skill more than once to exploit emergent technologies and markets. In support of this, BAE Systems and other partners will seek to establish a Regional Skills Academy at Samlesbury. This facility will provide and increase the existing provision of modern apprenticeships as well as ensuring a focus on life-long learning for individuals throughout their working life within the sector.

The purpose of the LDO is to authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it relates to advanced engineering and manufacturing.

Advanced engineering and manufacturing typical uses may include:

- Aerospace (30.3, 28.4)
- General Aviation Services (52.23)
- High-end automotive including motorsport, electric/alternative energy vehicles, (29.1, 29.3)
- Computing, systems engineering and autonomous systems (62.01, 72.1)
- Nuclear (35.1)¹
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1).

Development for purposes falling within the above Standard Industrial Classification (SIC)² Codes is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside of the above SIC Codes, or for complementary or supporting or ancillary uses, would potentially also be acceptable, and where such purposes are proposed the Local Planning Authority, following a recommendation of the Enterprise Zone Governing Body, will make an assessment of each such proposed development to ensure that they are within the permitted uses under the LDO.

Development outside the scope of the LDO will require the submission of a planning application. The Local Planning Authority will prioritise all proposals for development within the Enterprise Zone.

2.2 Site Location

The LDO relates to an area of land extending to 8.5 ha located to the north of the runway at the Warton Aerodrome and adjacent to the settlement of Warton. The developable area of the site is composed entirely of previously developed land, occupied by industrial and office buildings (some of which are vacant and some of which are still in use) and extensive areas of car parking. The southern boundary of the area covered by the LDO would be approximately 1.1 km from the Ribble & Alt Estuary Special Protection Area (SPA).

¹ The use of land for the production, enrichment, storage or disposal of nuclear fuel falls within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment Regulations) 2011 and would therefore fall outside the remit of this Local Development Order

² The Standard Industrial Classification (SIC) classifies business establishments and other statistical units by the type of economic activity in which they are engaged.

The eastern boundary of the LDO area is formed by Pool Stream, a "main river" which flows past the site in a north south direction before passing through a culvert beneath the runway and then into the Ribble Estuary at the south east corner of the airfield.

3. Description of Designated Site

3.1 Ribble & Alt Estuary SP

At its closest point, The Ribble & Alt Estuary SPA is located 1.1km to the south of the area covered by the proposed LDO. The Ribble & Alt Estuary is the subject of overlapping International, European (Natura 2000) and national designations: Ribble & Alt Estuaries Ramsar Site, Ribble & Alt Estuaries Special Protection Area, and Ribble Estuary Site of Special Scientific Interest (SSSI).

The Ribble and Alt Estuaries SPA qualifies under the Birds Directive and is of special importance within Britain and in Europe for supporting a range of wildfowl and wader species which use the site as a wintering area and as a staging post during spring and autumn migration. The capacity of the site to support these large numbers of birds comes from the rich food resources available in the tidal flats and the secure roost sites provided by the fringing salt marshes and sand dunes. No other UK site holds as many wintering waterfowl as the Ribble and Alt Estuaries. The SPA supports on average 340,000 waterfowl. The site also supports more species present in internationally important numbers than any other in the UK. Of these species bar-tailed godwit, wigeon, grey plover, knot and sanderling are present on the Ribble and Alt in greater numbers than anywhere else in the UK.

The areas of salt marsh provide important feeding habitat for pink-footed geese, teal, wigeon and pintail. Roost sites for waders and some wildfowl are also found on areas of sandflat, at various locations along the length of the coast.

3.2 Liverpool Bay SPA

The Liverpool Bay SPA was designated in August 2010. The site's eastern boundary is contiguous with the western boundary of the Ribble & Alt Estuary SPA. The Liverpool Bay SPA is located approximately 9 miles west of the site of the proposed local development order.

The qualifying features of the Liverpool Bay SPA are:

- Internationally important population of regularly occurring Annex 1 species: red-throated diver (*Gavia stellata*) (estimated 5.4% of GB's total estimated overwintering population.)
- Internationally important population of regularly occurring migratory species: common scoter (*Melanitta nigra*) (estimated 58% of the GB population)
- Area being used by over 20,000 waterfowl or 20,000 seabirds in any one season

It is considered that, whilst there may be potential for trace contamination to enter the adjacent Liverpool Bay SPA, due to the significant dilution effect of such a large expanse of water and the distance between the potential development site and the designated area, there would be no significant impact on the qualifying interest features of this area.

3.3 Sefton Coast SAC

The Sefton Coast SAC is located approximately 9 miles to the south west of the site of the proposed local development order and is adjacent to the Ribble & Alt Estuaries SPA.

The qualifying features of the Sefton Coast SPA are:

- Embryonic shifting dunes
- Shifting dunes along the shoreline with *Ammophila arenaria* (`white dunes`)
- Fixed dunes with herbaceous vegetation (`grey dunes`)
- Dunes with *Salix repens* ssp. *argentea* (*Salicion arenariae*)
- Humid dune slacks
- Atlantic decalcified fixed dunes (*Calluno-Ulicetea*)

Given the distance from the potential development site to the Sefton Coast SPA, it is considered that there would be no significant impact on the qualifying interest features of this area.

4 Identification of potential effects

4.1 Zone of Influence

It is recognised that plans and projects have the potential to impact on Natura 2000 sites beyond the confines of individual sites. The IEEM guidance on Ecological Impact Assessment states that the potential impacts should be investigated which occur within the zone of influence that arises during the whole lifespan of the proposed project or plan.

The potential zone of influence is defined as:

- Areas directly within the land take for the proposed development or plans;
- Areas which will be temporarily affected;
- Areas likely to be impacted by hydrological disruption, and;
- Areas where there is a risk of pollution and disturbance.

4.2 Potential Effects

In preparing the LDO, the LPA carried out a consultation exercise that included the Environment Agency and Natural England. No responses were received. However both organisations responded to the previous consultation, that relating to THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER No 1 (2012), in so doing both organisations recognised that, given the previous and existing uses of the site, which utilised fuels, oils and other contaminants associated with the weapons industry, there is potential for the site to be contaminated and that any disturbance of contaminated land has the potential to negatively impact upon the quality of controlled waters.

The views of Natural England will be sought on this Draft Habitat Regulations Assessment (HRA) once a decision of the Development Management Committee of Fylde Borough Council has been reached.

Those previous responses also highlighted that the site is located on a major aquifer and adjacent to Pool Stream, which is a "main river" tributary to the Ribble Estuary. There is, therefore, potential for contamination to enter the water environment and pass into the Natura 2000 area.

Given the distance of the site from the estuary and the intervening airfield uses which prevent direct access from the development site to the Estuary, it is not considered that there will be any direct impacts on the interest features of the Natura 2000 site as a result of increased noise and disturbance from traffic and other human activity either during the construction or occupation of the development.

4.3 Site Assessment - Direct Effects

The proposed development is not directly connected with or necessary to the management of the adjacent European site. Therefore, before planning consent can be granted, Fylde Borough Council needs to determine whether or not the proposed works are likely to have a significant effect on the internationally important interest features of the site, alone, or in combination with other plans and projects.

The likelihood of significant effect needs to be assessed in respect of each interest feature for which the site is classified. If all parties agree that there would be no likelihood of a significant effect, then there is no need for any further assessment.

If the proposal is likely to have a significant effect, then prior to approving the LDO, Fylde Borough Council will need to determine whether or not the proposals will adversely affect the integrity of the site. In addressing combined effects, Fylde Borough Council should consider likely and reasonably foreseeable effects.

If planning conditions can be applied to ensure that the proposal would not adversely affect the integrity of the Natura 2000 site, then the LDO may be approved with those conditions.

The qualifying interest features of the Ribble & Alt Estuaries SPA;

- A037 *Cygnus columbianus bewickii*; Bewick's swan (Non-breeding)
- A038 *Cygnus cygnus*; Whooper swan (Non-breeding)
- A040 *Anser brachyrhynchus*; Pink-footed goose (Non-breeding)
- A048 *Tadorna tadorna*; Common shelduck (Non-breeding)
- A050 *Anas penelope*; Eurasian wigeon (Non-breeding)
- A052 *Anas crecca*; Eurasian teal (Non-breeding)
- A054 *Anas acuta*; Northern pintail (Non-breeding)
- A130 *Haematopus ostralegus*; Eurasian oystercatcher (Non-breeding)
- A137 *Charadrius hiaticula*; Ringed plover (Non-breeding)
- A140 *Pluvialis apricaria*; European golden plover (Non-breeding)
- A141 *Pluvialis squatarola*; Grey plover (Non-breeding)
- A143 *Calidris canutus*; Red knot (Non-breeding)
- A144 *Calidris alba*; Sanderling (Non-breeding)
- A149 *Calidris alpina alpina*; Dunlin (Non-breeding)
- A151 *Philomachus pugnax*; Ruff (Breeding)
- A156 *Limosa limosa islandica*; Black-tailed godwit (Non-breeding)

- A157 *Limosa lapponica*; Bar-tailed godwit (Non-breeding)
- A162 *Tringa totanus*; Common redshank (Non-breeding)
- A183 *Larus fuscus*; Lesser black-backed gull (Breeding)
- A193 *Sterna hirundo*; Common tern (Breeding)
- Waterbird assemblage
- Seabird assemblage

Conservation Objectives for Ribble & Alt Estuaries SPA

With regard to the individual species and/or assemblage of species for which the site has been classified ("the Qualifying Features" listed below);

Avoid the deterioration of the habitats of the qualifying features, and the significant disturbance of the qualifying features, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.

Subject to natural change, to maintain or restore:

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The populations of the qualifying features;
- The distribution of the qualifying features within the site.

Potential hazards of the proposal and consequences for the European site

Removal of Habitat

There will be no removal of habitat – the LDO documents indicate that there will be no impingement on the SPA.

Physical damage to habitat

There will be no physical damage to habitat – LDO documents indicate that there will be no impingement on the SPA.

Disturbance

Disturbance of the bird assemblage and Annex 1 species associated with the SPA is unlikely due to the distance of the site from the assemblage areas and due to the controlled nature of the intervening airfield which prevents direct public access to the Natura 2000 site from the area that would be covered by the LDO. The area which is proposed to be covered by the LDO consists of developed or previously developed land and there are no areas of grassland, wetland areas or areas of open water within the boundary of the proposed LDO.

The site is not utilised by any of the qualifying species when they are away from the adjacent Natura 2000 Site or located on any flyways to and from the Natura 2000 site. Whilst part of Warton Aerodrome is included within the Sensitive Bird Area identified for Whooper Swan, that area is located to the southern part of the Aerodrome and is separated from the proposed area of the LDO by the operational runway.

Nutrient enrichment, changes to salinity & turbidity, contamination and pathogens

The likelihood of run-off and/or leachate from the site resulting in the above impacts will need to be addressed. Such impacts may affect food sources for bird populations associated with the SPA (e.g. plants and invertebrate populations).

Given the proximity of the proposed development to Pool Stream and the previous and current industrial uses of the site, there is potential for contamination to enter Pool Stream and transfer to the Natura 2000 site, particularly during construction.

There is also potential for additional nutrients to enter Pool Stream via surface water run off or discharge of foul water and transfer to the Natura 2000 site once the site is operational.

The probability and likely magnitude of impacts affecting the conservation objectives of the SPA.

Removal of Habitat

No impact

Physical Damage to Habitat

No impact

Disturbance

No Impact

Nutrient enrichment, changes to salinity & turbidity, contamination and pathogens

Consultation has been carried out with the Environment Agency as discussed above. The Environment Agency are satisfied that, subject to the imposition of conditions that will require the approval of a scheme for the disposal of foul and surface water and the undertaking of a remediation strategy to address the potential contaminated land, there will be no adverse impact on the Environment.

The control of surface water will ensure that there is no additional flow in Pool Stream that will affect the turbidity, salinity, geomorphology and sedimentation patterns of the estuary. The control of foul discharges will ensure that no additional nutrients will be allowed to enter the local ground water or Pool Stream.

The requirement to carry out a comprehensive site remediation programme will prevent any contamination of ground water or Pool Stream.

Recommended planning conditions

The following conditions have been included in the draft version of the LDO in order to address the potential impacts on the local environment, including the Natura 2000 site.

(11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved. The development shall be carried out in accordance with the approved scheme.

(14) Prior to commencement of any development permitted by this LDO:

(a) A remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy relating to the site of such development and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved.

(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

4.4 Site Assessment - Indirect Effects

As stated previously, the LDO is being formulated to exclude any developments that would have significant impacts on environmental assets in the vicinity, either directly or indirectly. The proposed LDO specifically excludes any development that would require the submission of an Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended. All developments proposed in the LDO areas will be subject to Screening to ascertain whether this is the case, and those deemed not to have significant effects (and therefore included with the LDO, and hence this assessment) will be small-scale, low impact proposals that have little or no impact on the area in the context of the existing situation. For this reason, it is safe to assume that the LDO, and therefore any developments that fall within it, should have no potential adverse direct effects on the assessed Natura 2000 site.

Due to the physical separation of the development site from the Natura 2000, site, indirect effects associated with traffic levels are unlikely to be a significant issue; the context of the existing situation in and around the Warton Area should be borne in mind, whereby the existing traffic levels are already generally high, and are not likely to be exaggerated to any marked degree by developments covered by the LDO.

Similarly, changes in air quality and noise associated with traffic and general human activity are not likely to have significant impact on the Natura 2000 site and its qualifying features.

4.5 Site Assessment - In-Combination Effects

In addition to assessing the LDO as a stand-alone entity, it is necessary to assess it in combination with other proposed plans, policies and specific developments, to identify whether the LDO would act in combination with all or some of these additional factors to have significant impacts on the Natura 2000 sites.

The LDO has been assessed in combination with the proposed residential development of the adjacent former GEC/Marconi site. This adjacent site extends to an area of 7.82 ha and consists of previously developed industrial land. Like the LDO area, the development site is located adjacent to Pool Stream. The previous use of the site means that it is likely that there is contamination present.

The proposed residential site does not impinge on the Natura Site and there will be no removal of habitat as a result of that development. Being located to the north of the area of the proposed LDO, the proposed residential site is further away from the Natura 2000 site and given the intervening controlled airfield there will no additional disturbance either during construction or on completion.

The potential impact on the Natura 2000 site is similar to that from the proposed LDO area and relates to the potential contamination of ground and surface water, particularly during construction, which in turn could enter the Natura 2000 site.

It is considered that the imposition of planning conditions on any planning permission granted of a similar nature to those proposed in the LDO, would address the potential for contamination of Pool Stream and the local aquifer and control foul and surface water run-off.

If development does not go ahead, any contamination will remain and may enter the ground and surface water environment over time.

Table 1 – Potential Impacts on European Site Integrity: Construction Impacts

| Impact without mitigation | Proposed Mitigation | How Measure will avoid or reduce adverse effects on integrity | Evidence of how mitigation will be implemented | Degree of confidence in likely mitigation | Timescale relative to plan when mitigation will be implemented | Proposed monitoring scheme and how mitigation failure will be addressed |
|---|--|--|---|---|---|--|
| Contamination entering Pool Stream due to disturbance of contaminated land | Imposition of condition requiring remediation of contamination | Controlled removal of contamination will prevent discharge to Pool Stream | Condition 14 of LDO. | Compliance with conditions will require submission of scheme of remediation works to the local planning authority | Desk top risk assessment will take place prior to commencement of development. On site remediation will take place prior to commencement of building works. | Monitoring of compliance with conditions by LPA, including final sign off of completed works |
| Contamination entering ground water due to disturbance of contaminated land | Imposition of condition requiring remediation of contamination | Controlled removal of contamination will prevent discharge to ground water | Condition 14 of LDO | Compliance with conditions will require submission of scheme of remediation works to the local planning authority | Desk top risk assessment will take place prior to commencement of development. On site remediation will take place prior to commencement of building works. | Monitoring of compliance with conditions by LPA, including final sign off of completed works |

Table 2 – Potential Impacts on European Site integrity: Operational Impacts

| Impact without mitigation | Proposed Mitigation | How Measure will avoid or reduce adverse effects on integrity | Evidence of how mitigation will be implemented | Degree of confidence in likely mitigation | Timescale relative to plan when mitigation will be implemented | Proposed monitoring scheme and how mitigation failure will be addressed |
|---|--|--|---|---|--|--|
| Increased surface water flow to Pool Stream | Imposition of condition requiring approval of surface water discharges | Controlled discharge of surface water | Condition 11 of LDO | Compliance with condition will require submission of scheme of drainage works to the local planning authority | Submission of details prior to commencement of development. Implementation of works prior to occupation. | Monitoring of compliance with conditions by LPA. |
| Discharge of foul water to Pool Stream | Imposition of condition requiring approval of foul water discharges | Controlled discharge of foul water | Condition 11 of LDO | Compliance with condition will require submission of scheme of drainage works to the local planning authority | Submission of details prior to commencement of development. Implementation of works prior to occupation. | Monitoring of compliance with conditions by LPA. |
| Discharge of nutrients to Pool Stream | Imposition of condition requiring approval of surface water discharges | Controlled discharge of surface water | Condition 11 of LDO | Compliance with condition will require submission of scheme of drainage works to the local planning authority | Submission of details prior to commencement of development. Implementation of works prior to occupation. | Monitoring of compliance with conditions by LPA. |

5. Conclusions and Assessment

Having carried out the screening process under the Habitats Regulations, it is considered that, in the absence of any mitigation and taking a "worst case scenario" there is potential for the development covered by the proposed LDO to have a significant impact on the Ribble & Alt Estuaries SPA and Ramsar site as a result of potential contamination entering Pool Stream.

It is considered that the distance from the site to the Liverpool Bay SPA and Sefton Coast SAC is such that, even were contamination to enter Pool Stream, there would be no significant impact on the conservation status of those areas. Notwithstanding this assessment, the mitigation measures proposed to protect the conservation status of the Ribble & Alt Estuaries SPA would be sufficient to ensure no significant impacts on those adjacent areas.

Accordingly, an Appropriate Assessment of the potential impacts of the proposal on the integrity of the Ribble & Alt Estuaries site has been carried out including the potential mitigation of those impacts.

It is considered that the imposition of conditions in order to a) control the foul and surface water discharges from the site and b) to secure a comprehensive scheme of remediation of any contamination found on the site, will prevent contamination entering the aquifer and/or Pool Stream.

The proposed conditions are considered to provide suitable mitigation against potential contamination of the Natura 2000 site and so there will be no adverse impact on the integrity of the site.

As these conditions require the submission of adequate information to, and will be monitored by, Fylde Borough Council, the Council is able to guarantee the delivery of the proposed mitigation

Accordingly, it is considered that the proposed LDO may be authorised.

Statement of Community Involvement

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER NO.1 (2015) DRAFT

1. The consultation exercise was undertaken in full accordance with the requirement of Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which related specifically to the consultation requirements for adopting an LDO and the Council's Statement of Community Involvement 2015.

2. This process involved a variety of publicity and consultation measures which included;

28 day consultation period (20th August to 18th September 2015)

Notification in the local press (Lancashire Evening Post, the Lytham St Annes Express and the Blackpool Gazette)

3 site notices

Consultee and neighbour notifications

Publicity on the Council's website

3. In total, 1 written response has been received by the Council; from Historic England. That response required no change to the Draft LDO.

4. Therefore the Draft version of the above LDO will be present to the Development Management Committee of the Council at its meeting of the 7th October 2015 with the recommendation that it be approved by the committee and adopted by the Council.

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Mark Evans
Assistant Director of Planning Services
Fylde Borough Council
The Public Offices
292 Clifton Drive South
St Annes
Lancashire
FY8 1LH

20th July 2015

Dear Mark,

Re: Local Development Order No.1 (2012) for 'Phase 1' at Warton Enterprise Zone

Request for Extension to Local Development Order No.1 (2012) Validity Period

I am writing on behalf of BAE Systems (Operations) Ltd to formally request an extension to the LDO currently in place for the 8.5-hectare proposed development area identified as 'Phase 1' of the Enterprise Zone located at Warton Site (highlighted green in Figure 1). The LDO has been valid for three years since 2nd October 2012, following a period of public consultation and non-intervention by the Secretary of State. The LDO, and the terms within it, are therefore due to expire on 1st October 2015.

It is proposed to develop 'Phase 1' for Class B (businesses, industrial and storage and distribution) of the Town and Country Planning (Use Classes) Order 1987 (as amended) in so far as it relates to the uses of advanced engineering or manufacturing and uses ancillary to, complimentary to and supportive of this use.

BAE Systems, working collaboratively with the Lancashire Enterprise Partnership (LEP), remain committed to the development of the Enterprise Zone which has been demonstrated through enactment of two tenants on the Enterprise Zone at Warton, the first for Lancashire. BAE Systems will continue to work with the LEP and central Government to bring forward further areas within Phase 1 for development through site segregation from core BAE Systems operations to maximise the marketing target audience for inward investment.

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The BAE SYSTEMS logo, consisting of the words "BAE SYSTEMS" in white, uppercase, sans-serif font, set against a red rectangular background.

Therefore, I wish to request a renewal of the LDO with no revisions for a further period of nine years. This will therefore expire in 2024; aligning with the length of the LDO currently in place for the Enterprise Zone at Samlesbury Site.

If you require any further information or wish to discuss the content of this letter, then please do not hesitate to contact me. I look forward to receiving your response.

Yours Sincerely,

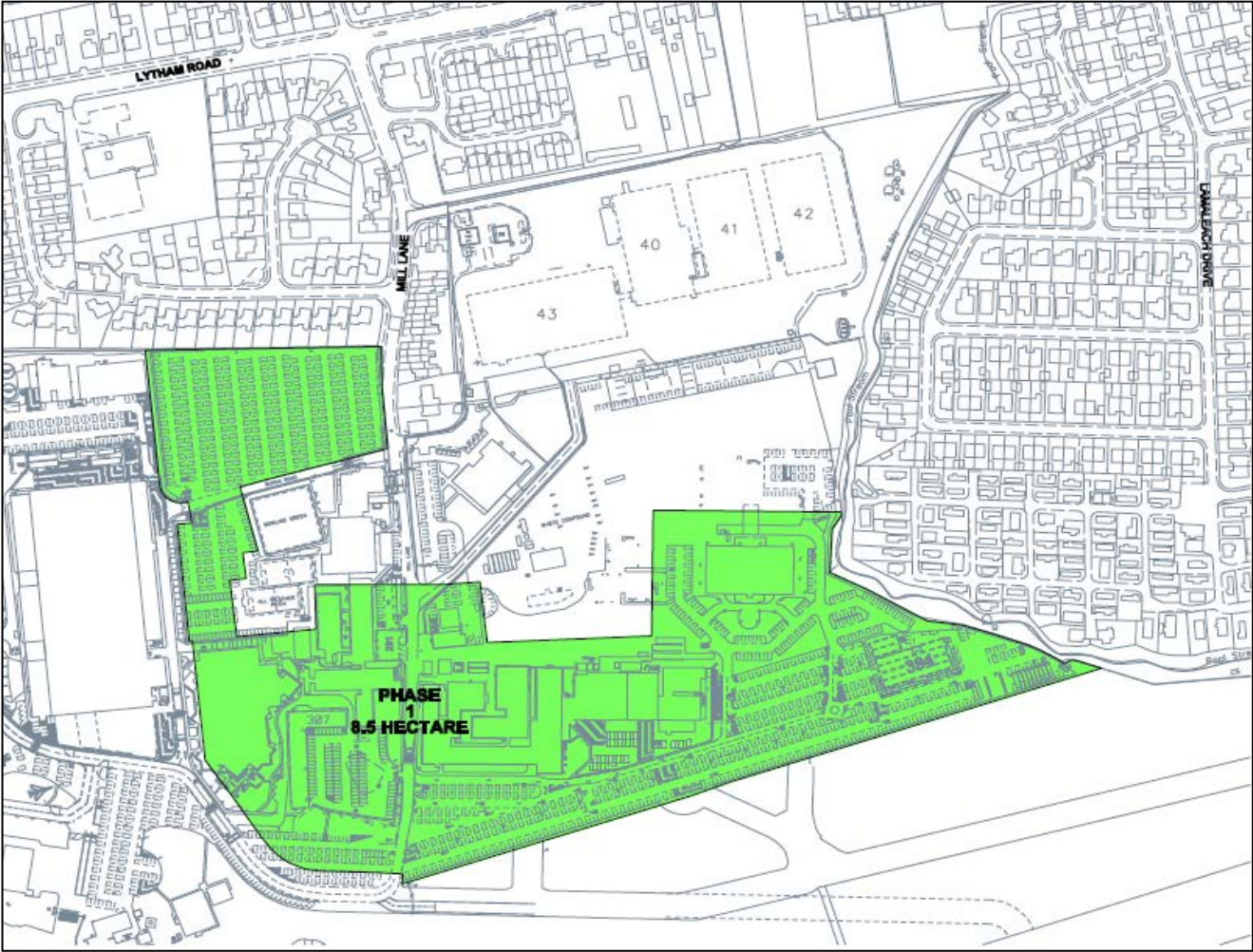
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Figure 1 – Map of Phase 1 Development.



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Figure 2 – Map of Lancashire Enterprise Zone (Warton)

