



Agenda

Planning Committee

Date:	Wednesday 28 June 2017 at 10:00am
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, Jan Barker, Michael Cornah, Neil Harvey, Kiran Mulholland, Barbara Nash, Linda Nulty, Liz Oades, Albert Pounder, Heather Speak.</p>

Public Speaking at the Planning Committee (Item 4 refers)

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

	PROCEDURAL ITEMS:	PAGE
1	Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council's Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided.	1
2	Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 14 June 2017 as a correct record.	1
3	Substitute Members: Details of any substitute members notified in accordance with council procedure rule 25.	1
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<http://fylde.cmis.uk.com/fylde/DocumentsandInformation/PublicDocumentsandInformation.aspx>

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Background Papers

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

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

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

Planning Committee Schedule

28 June 2017

Item Number: 1

Committee Date: 28 June 2017

Application Reference:	16/0738	Type of Application:	Change of Use
Applicant:	Mr Towers	Agent :	Firth Associates Ltd
Location:	BRADKIRK HALL FARM, WEETON ROAD, MEDLAR WITH WESHAM, PRESTON, PR4 3NA		
Proposal:	CONVERSION OF A SERIES OF AGRICULTURAL BUILDINGS TO ENABLE THEIR USE AS CLASS B1/B2/B8 UNITS. CONSTRUCTION OF NEW ACCESS TRACK AND ACCESS POINT TO WEETON ROAD AND ADDITIONAL HARD SURFACED PARKING AREAS		
Parish:	MEDLAR WITH WESHAM	Area Team:	Area Team 1
Weeks on Hand:	29	Case Officer:	Kieran Birch
Reason for Delay:	Design Improvements_		

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

<https://www.google.co.uk/maps/@53.7949071,-2.904414,1108m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application site is the farmstead and associated land at Bradkirk Farm which is accessed off Weeton Road between Wesham and Weeton. Agricultural activity has largely ceased and so these proposals relate to the buildings on the site being used for employment purposes.

The application will secure the positive re-use of redundant buildings in a manner which will help the commercial viability of the farm through diversification, whilst also creating employment opportunities and delivering growth. In so doing the proposals comply with key objectives of the national and local policy. These are significant material considerations in support of the grant of planning permission.

Whilst sited within the countryside relevant planning policies permit the conversion of buildings within the countryside for the creation of new employment premises and the proposals are in general compliance with the relevant criteria of these policies. The site is also still within a reasonably accessible location being sited just outside one of the main urban areas of the Borough. The supporting technical evidence also demonstrates that the proposals would have no unacceptable impact in relation to highways, ecology, flood risk, heritage assets or trees. The proposals are therefore in general compliance with the Development Plan and national planning policy, represent sustainable development and ought to be granted planning permission.

Reason for Reporting to Committee

The application is a Major development in scale and is recommended for approval and so needs to be considered by the Planning Committee.

Site Description and Location

The application site forms part of the farmstead to Bradkirk Hall Farm, which is located primarily to the south of Weeton Road just over 1km west of Wesham, within the designated countryside in the Fylde Borough Local Plan. The farm has been operated by the applicant's family for 85 years and constitutes arable and livestock farming enterprises.

The farmstead comprises a two storey farmhouse known as the 'Hall' which is located on the western side of the farmstead and fronts Weeton Road to the north. This is a Grade II listed building dated 1764. Also within the site are a pair of semi-detached residential cottages sited on the southern boundary of the farmstead, which are in the ownership of the applicant. One is currently unoccupied and the other is occupied by a retired agricultural worker. Also within the site are the following;

- A slurry tank sited to the north east corner of the farmstead.
- Areas of hardstanding including a yard area to the south east corner, which was used for the dairy operation.
- A series of agricultural buildings of varying age and type which are clustered across the farmstead. These primarily comprise:
 - Grain store (building 1) used for arable farming operations;
 - Two general agricultural storage barns (buildings 2 & 5) and a polytunnel (building 4) used in association with the wider farming operation.
 - Lambing sheds to the north of Weeton Road (buildings 6, 7 & 8) used in association with the sheep enterprise during lambing season;
 - Milking parlour (building A) used in association with the dairy enterprise.
 - Calf rearing shed (building C) used in association with the dairy enterprise.
 - A number of shippons or winter quarters for cattle (buildings B, D, E, F, G, H, I, J and 3) used in association with the dairy enterprise.

The site is currently accessed via Weeton Road from two access points located adjacent to the farmhouse. The site is relatively level and is surrounded by agricultural land, with a mature woodland to the north east.

Details of Proposal

Due to the fall in milk prices and the inability to cut costs any further, the dairy operation at the site became commercially uneconomical and was closed in June 2015. The 200 acres previously used as grazing land in association with this operation is now predominately used for arable (140 acres), increasing this element to 340 acres. The other 60 acres was leased and that has been terminated.

The application outlines that within 2017 the remaining cattle will be sold and that all the buildings and yard area associated with the dairy operation will become redundant, with six of them already vacant. This planning application relates to the parts of the farmstead which are redundant following the closure of the dairy operations. This comprises 10 buildings A to J on the site plan, together with the slurry tank and yard area to the south east corner of the farmstead, all of which will become redundant once the remaining cattle are sold. It is also proposed to use a stretch of the adjacent farmland to the east of the farmstead to form a new access to the application site.

The buildings numbered 1 to 8 on the site plan are excluded from the application and are proposed to be retained for farming enterprises. Buildings 1 and 5 will be used for general storage, building 2 will be used for machinery storage and the remainder will be used for sheep lambing. The applicants have confirmed that the proposal which will result in the loss of agricultural buildings at the site will not result in the retained farming enterprises requiring additional buildings and these will continue.

The application is for the conversion the 10 buildings labelled A to J on the submitted site plan at the farm. These buildings will be converted into B1, B2 and B8 uses. It is proposed that the B1 uses be restricted to B1b and B1c (light research, assembly or manufacturing) and that Class B1a Offices would be excluded from the permission.

All of these buildings are single storey and have footprints ranging between 180sqm and 683sqm. They include a mixture of precast concrete portal framed buildings, steel portal framed buildings and brick buildings with a range of different types of cladding and either corrugated cement sheeting or profiled metal sheeting to the roofs. Some of the larger farm buildings, such as building H, would be converted into a number of nursery units of approximately 60 sqm each. In total 4,056 sqm of employment floorspace would be created, with the individual footprints ranging between 60-638 sqm. Building C would be converted to a communal amenity and WC building for operators of the buildings. The existing slurry tank to the north east corner of the site would be demolished and the proposal includes the creation of 103 shared parking spaces, to be sited at various points within the site although primarily in the location of the existing yard to the south east. It is envisaged that the development would be brought forward in two phases, as annotated on the submitted site plan. Essentially phase 1 would comprise the new access, car parking area and conversion of buildings A to F which are already vacant. The remaining buildings G to J would comprise phase 2.

In order to help segregate the proposed commercial uses from the retained farming activities, the retained farmhouse and associated farm buildings would continue to be accessed via the current main access to the north of the farmstead. The converted employment units would however be served from a new access off Weeton Road to the east, located approximately mid-way between the bend in Weeton Road and the roundabout on the A585. The existing trees, mainly located along the site boundaries, are to be retained although the proposal would require the partial removal of two hedges within the land to the east of the site to allow for the proposed new access. The proposal includes new replacement tree planting and landscaping, particularly along the proposed new access road.

With regard to each specific buildings;

Building A - 640 sqm concrete portal framed with a double span. Its roof is clad in corrugated cement sheeting and its sides are clad in timber and blockwork. The survey states that this building will need strengthening with localised concrete repairs.

It is proposed that this building be converted into two units with the bottom section of the building to be rendered and the top half of the building to be clad in vertical timber cladding to all elevations. New windows and doors are proposed in all elevations.

Building B – 500 sqm steel portal framed. Its roof is clad in corrugated fibre cement sheeting and has generally open sides with part timber cladding to gables. The survey states steelwork in good condition and can be adapted to industrial use without significant strengthening work.

It is proposed that this building be converted into two units with the bottom section of the building to be rendered and the top half of the building to be clad in vertical timber cladding to all elevations.

New windows and doors are proposed in all elevations.

Building C – 218 sqm traditional brick farm building with steel framed supports to the roof. Brickwork need some localised rebuilding and the steel needs strengthening.

It is proposed that this building be converted with new windows and doors inserted and that the unit be split into two.

Building D – 180 sqm traditional brick farm building with steel framed supports to the roof. Brickwork need some localised rebuilding and the steel needs strengthening.

It is proposed that this brick building be converted to an amenity and WC building for the site, the submitted plans show changing rooms, lockers, toilets and showers, split into two – male and female sections.

Building E – 570 sqm steel portal framed with adjacent steep portal lean to. Its roof is clad in corrugated fibre cement sheeting and its sides are open sided with concrete panelling to lower sections and timber cladding to gables. The survey states steelwork in good condition and can be adapted to industrial use without significant strengthening work.

It is proposed that this substantial building be split into three units and be served by seven doors, new windows are proposed in each of the elevations. The lower section of the building will be rendered and the top section with comprise vertical timber cladding. Existing roof covering to be replaced with steel sheeting.

Building F – 217 sqm steel portal framed building that has been extended. Its roof is clad with profiled metal sheeting and its sides are concrete block wall and open sided. The survey states that steelwork will need strengthening and its timber purlins replaced.

It is proposed that this building be split into three units and be served by six roller shutter doors, with new windows proposed in the gable ends. The lower section of the building will be rendered and the top section with comprise vertical timber cladding. Existing roof covering to be replaced with steel sheeting.

Building G – 232 sqm steel portal framed with extended rafter to east. Rood is clad in troughed cement asbestos sheeting and its side are open sided to the east with the others blockwork to 2.4m and timber clad above. The survey states that steelwork will need strengthening and its timber purlins replaced.

It is proposed that this building be split into two units with four roller shutter doors and new windows. The lower section of the building will be rendered and the top section with comprise vertical timber cladding. Existing roof covering to be replaced with steel sheeting.

Building H – 683 sqm steel mono-pitched portal building. Its roof is troughed cement asbestos sheeting with its sides blockwork to 1.2m and timber cladding above. South side is open. Report states that section sizes are appropriate for adaption to industrial use and that the steelwork could be improved.

It is proposed that this long building will be split into seven units, with 14 roller shutter doors and windows proposed.

The lower section of the building will be rendered and the top section with comprise vertical timber

cladding. Existing roof covering to be replaced with steel sheeting.

Building I – 408 sqm steel portal framed with troughed fibre cement sheeting roof and concrete block sides to 1.6m with timber cladding above, north side open. Report stated building in good condition and relatively modern which can be adapted to industrial use.

It is proposed that this building be split into three units with six roller shutter doors proposed as well as new windows and roof lights. The lower section of the building will be rendered and the top section with comprise vertical timber cladding. Existing roof covering to be replaced with steel sheeting.

Building J – 408 sqm steel portal framed with troughed fibre cement sheeting roof and concrete block sides to 1.6m with timber cladding above, north side open. Report stated building in good condition and relatively modern which can be adapted to industrial use.

It is proposed that this building be split into three units with six roller shutter doors proposed as well as new windows and roof lights. The lower section of the building will be rendered and the top section with comprise vertical timber cladding. Existing roof covering to be replaced with steel sheeting.

The application has been submitted with a suite of supporting documents, namely;

- Structural appraisal report of existing agricultural buildings
- Planning Statement
- Heritage Statement
- Viability report
- Extended Phase 1 Survey and Evaluation
- Arboricultural Impact Assessment
- Transport Statement (and technical note)

Relevant Planning History

Application No.	Development	Decision	Date
15/0635	OUTLINE APPLICATION FOR THE ERECTION OF A REPLACEMENT DWELLING (ACCESS APPLIED FOR WITH OTHER MATTERS RESERVED)	Refused	16/11/2015
14/0553	PROPOSED PORTAL FRAME CATTLE BUILDING	Granted	08/10/2014
13/0578	PROPOSED PORTAL FRAME CATTLE BUILDING	Granted	11/11/2013
AG/12/0008	PRIOR NOTIFICATION FOR PROPOSED PORTAL FRAME AGRICULTURAL BUILDING	Approve Prior Determination	16/10/2012
AG/08/0002	APPLICATION FOR PRIOR NOTIFICATION OF AGRICULTURAL DEVELOPMENT FOR PORTAL FRAME BUILDING.	Permission not required	09/07/2008

Older history entirely associated with agriculture omitted due to lack of relevance to current proposal.

Relevant Planning Appeals History

Application No.	Development	Decision	Date
15/0635	OUTLINE APPLICATION FOR THE ERECTION OF	Dismiss	05/05/2016

Parish/Town Council Observations

Medlar with Wesham Town Council notified on 16 December 2016 and comment:

The observation from Medlar-with-Wesham Town Council is - Option D – wishes to make comment on the application;

Councillors were very concerned about the access track to the site and what they consider to be dangerous access point onto Weeton Road particularly when used by HGVs

Councillors expressed concerns regarding the change of usage from a Green site (countryside) to a Brown site.

Councillors noted that the proposed development intends, hygiene facility on site to be provided by a communal toilet, wash and changing room facility. They questioned such a facility on a development of this size, as being acceptable in the 21st century, with some of the units being 500 to 600 m2 in size.

Councillors questioned the usage of a septic tank for the proposed development and would the capacity of the proposed tank be sufficient.

Weeton with Preese Parish Council notified on 16 December 2016 and comment:

No objections to the application.

Statutory Consultees and Observations of Other Interested Parties

Building Control Manager

Some buildings will required remedial structure work in accordance with the structural engineers report. Timber cladding is shown on the concept images and therefore boundary conditions should be considered. If any unit exceeds 280m2 then a private hydrant must be provided. Surface water attenuation from car parking must be addressed.

Lancashire County Council - Highway Authority

LCC originally commented on the 14 March, with themselves summarising their comments with the following;

LCC as local Highway Authority do not support the application as presented. There are concerns in regard to the access proposals, provision for sustainable modes and assessment of the local network as presented in the Transport Statement.

I have identified in the attached consultation comments that further information is required and that this information should be agreed with the LPA and LHA. Until this information is provided, I cannot support this application due to a lack of necessary information. LCC Highways are more than happy to work with the developer with the aim to resolve all highlighted concerns. I consider there would be benefit in a meeting to discuss all issues further.

Further to this response the applicants submitted revised plans and additional information in a technical note. LCC have commented on the 25 March, with their comments summarised below. The full response is available on our website.

Background

There have been a number of development applications in recent years that result in highway impacts on the local network. A number of these developments have been located on the western side of the A585 beyond the previous extent of the existing built environment. They have concerns about sustainable movement over the A585. LCC are committed to reducing congesting whilst supporting sustainable growth.

A585 Corridor, Sustainable Transport Strategy

LCC are currently developing a strategy of initiatives that would allow the LHA to support a level of further development with an impact in the A585 corridor, these include:

- Public Transport facilities (bus stops to QBS);
- Public Transport service improvements (frequency, destinations, times of day & week/weekend service improvement);
- Pedestrian and cycle improvements (in particular provision along and over the A585 to support connectivity of developments and amenities;
- Speed Limit Review;
- Safety review;
- Junction improvements; and
- Crossing facilities;

The delivery of these initiatives would be expected through a combination of s106 agreement and s278 works as deemed appropriate by the LPA and LHA.

It will be expected that any major development proposal seeking to come forward in this area will support the developing strategy which is considered in line with the principles of NPPF and sustainable development.

Access Strategy for the Proposed Site

The current main site access for Bradkirk Hall Farm is located off Weeton Road some 450m west of the A585 Kirkham Bypass. It is proposed that the current main site access on the south side of Weeton Road will continue to serve the ongoing requirements of the existing Farm. However, the existing access to the east of this main farm access is to be closed as part of these proposals. From my observations on site there is in fact two access points west of the main access and both these existing access points onto Weeton Road should be closed and the footway reinstated as appropriate. The applicant has confirmed this will be carried out and I have suggested a condition that I consider would be appropriate to address this matter, should the LPA be minded to approve this application

Existing Access to serve Bradkirk Hall Farm

LCC previous concerns about employment traffic accessing the site through the existing farm access however they are now satisfied that there is no intention to allow through movements from the new employment proposals to/from the existing farm access. I consider that the restriction of vehicular movements from the proposed employment units to the existing main farm access should be addressed through a suitably worded condition.

Proposed main access to the new Employment uses

Updated drawings have been provided as part of the 'Bradkirk Farm Supplementary Information' Technical Note. These plans now satisfactorily address (subject to detailed design through an appropriate s278 agreement) a number of the concerns previously

highlighted by LCC Highways, these being:

- Appropriate visibility splays are indicated;
- The previous access road was very straight, over 290m in length, the latest plan shows a straight section of around only 120m, as detailed in the latest plans 160902/01/B;
- There is now acceptable pedestrian and cycle provision on the access road as detailed in the latest plans, particularly 160902/01/B;
- Swept path analysis and overrun has been improved as detailed in the latest plans

LCC consider that the latest plans demonstrate that a safe form of access can be delivered from this proposed site for all modes.

Comments on other elements of the Transport Statement

Traffic Generation and trip rates - The Transport Statement set out an estimated trip generation for the proposal based on a number of land use assumptions to derive trip rates and traffic generation. Further information has been provided by consultants TLA, using a number of alternative assumptions, to inform the potential range of traffic generation that could ultimately arise as a result of this proposal. This has allowed LCC Highways to better understand the likely impacts.

Site Accessibility - A site Accessibility Questionnaire has been completed. The score highlights the current weaknesses of the site and areas that would need to be addressed by the developer. The results of these questionnaires have to be considered in context. While the very general nature of the Questionnaire approach has obvious limitations, in my experience the process not only almost always correctly identifies a site into the correct level of accessibility, low, medium or high but it is often accurate in indicating whether a site is in the lower, middle or higher end of the individual accessibility level. In this case the Accessibility Questionnaire result correlates very well with the opinion I formed during my site visits, that being, that this site is in the low accessibility level; it is beyond the current built environment, with the A585 forming something of a barrier to sustainable movement and sections of poor and unlit footpath on Weeton Road. The applicant has committed to provide some improvements in the latest plans

Parking Provision – The proposal includes 103 spaces, consider the traffic generation and parking demand in the TN to be realistic and have no objections to the level of parking proposed.

Accident Analysis – there has been 8 injury accidents in the most recent five year period over the 700m section of highway between the bend to the west of the Farm and the A585 roundabout, these being 0 Fatal, 2 Serious and 6 Slight injury accidents. I consider that the speed limit on Weeton Road should be reviewed as part of the site access works as part of this proposal, if approved. The speed limit review should be conditioned and any works required then undertaken as part of necessary site access / off-site highway works (delivered as part of a s278 agreement).

Sustainable Development – This development is beyond the edge of the built environment of Kirkham and Wesham and this influences the quality and attractiveness of the current sustainable transport links to the wider network. The site could potentially become a car dominated development, with greater impacts on the surrounding road

network than currently assessed, unless the development supports the delivery of strong pedestrian and cycle linkages to/from the wider transport network. The latest plans indicate pedestrian footways and crossing points as well as a 3m shared use pedestrian/cycle route on the access road into the site. However, beyond the site access further measures are considered necessary.

Pedestrian, Cycle access and Public Transport - Policy TR1 of Fylde Borough Local Plan states that new development should undertake to provide comprehensive high quality pedestrian facilities which will be attractive to users.

Good pedestrian/cycle links between the proposed employment area and the existing residential areas within Kirkham and Wesham are essential to promote sustainable journeys.

The updated drawings provided as part of the 'Brad Kirk Farm Supplementary Information' Technical Note address a number of the concerns previously raised by LCC Highways in regard to sustainable transport linkages. Issues were highlighted by LCC Highways in our previous comments to indicate the type of measures that required further consideration. These measures were consistent with the developing A585 Corridor, Sustainable Transport Strategy. I have repeated these below and after each I have indicated LCC's latest position:

- There is potential for the provision of a pedestrian/cycle route, constructed to a width of 3m, into the site along the new access road from the proposed main access. *This is now included.*
- Formal crossing over A585 (needed to provide adequate crossing facilities to link this development to the surrounding sustainable transport network, including links to public transport stops) *LCC consider the applicant must deliver a Toucan crossing expected to be on the south side of the A585 Weeton Road roundabout. The scheme to be subject to detailed design as part of the s278 works. (see also below under the heading s278 Works).*
- Provision of a pedestrian/cycle route along Weeton Road to A585 roundabout, then crossing facility over Weeton Road to connect to A585 north, constructed to a width of 3m.
- Footway/cycleway on western side of A585 to connect to Mill Farm development and the crossing over Weeton Road to residential areas and wider built environment to the north.
- Footway/cycleway on western side of A585 to connect development to the south with other committed and emerging developments.
- Access to Public Transport – distance to nearest PT stops (well over 900m from centre of proposed employment uses) also enhancement of service frequency, particularly in peak hours. *These 4 measures above have not been addressed directly by this application but are expected to be delivered by other applications coming forward that will have an impact in this corridor*
- Need for Stage 1 Road Safety Audit (to fully consider pedestrian and cycle movements) *Not addressed*
- Need to consider connection to PROW FP 19 *Not addressed*

All these measures when delivered as part of the A585 Corridor - Sustainable Transport Strategy will facilitate movement between new and emerging development proposals and the town centre to destinations such as retail, leisure, education and the rail station.

Travel Plan – None was submitted with the application. LCC do not insist on one given that the proposal is making use of existing buildings.

Internal layout – LCC had some issues with control and conflict but clarification has been given by applicants.

SUDS – LLFA need to be consulted.

Impact of construction - Given observed traffic flows, there will be times when I consider the impact of construction traffic will be sensitive in this location. This must also be considered in combination with the proposed access points for this site, given the proposed ongoing use of the farm and a number of the associated buildings.

Planning Obligations

LCC have agreed some improvement for sustainable modes, pedestrian and cyclists, from Weeton Road into the proposed site and also require the developer to provide a Toucan crossing over A585 (to be delivered by s278 agreement, see below). If these measures are delivered by the applicant they would be considered to support the A585 Corridor – Sustainable Transport Strategy and as such LCC Highways would not seek any further contribution for improvements for sustainable transport through s106 funding.

Section 278 Works

It is expected that for development to be acceptable in highway and transport terms, works will be necessary and must be secured through a s278 Agreement when detail is agreed and relate to

- Proposed site access
- Toucan Crossing over A585 at Weeton Road Roundabout

Conclusion and Recommendation

LCC as local highway authority consider that, if all measures as set out in our consultation comments were provided then the residual cumulative impacts of the development would not be severe or compromise overall safety. LCC Highways consider a Toucan crossing over the A585 is necessary to support sustainable development and for safety reasons. Therefore, LCC highways would have no objections to the application if the developer provides commitment to the necessary s278 access works and crossing facility all of which should be secured by way of condition should the LPA be minded to approve.

Regeneration Team (Landscape and Urban Design)

Bradkirk Hall Farm is located within open countryside on the slopes of a slight knoll, west of Wesham village. The farmhouse is an attractive Grade II listed building, accessed off Weeton Road via an imposing walled approach. The farm is very prominent in views from many points along Weeton Road, the A585 along the western edge of Wesham and the A583 to the south.

A significant area of existing woodland to the east of the farm complex helps to screen some views of the farm. Although in winter, filtered views of the site are available through the woodland. A smaller belt of trees is located on the western boundary of the site, which is less effective in screening views of the farm from this direction. Sadly, the setting of the historic farmhouse has been compromised by several large

ancillary farm buildings/barns which have been erected all around it, filling in most of the original farm yard. Whilst these buildings are of an agricultural nature and visually appropriate for the countryside location, the farmyard appears cramped and cluttered with structures.

The proposals do not enhance the appearance or setting of Bradkirk Hall Farm or contribute to the landscape character of this area. The suggested re-use of existing buildings does not afford any opportunity to deliver improved spaces between the buildings and car parking is suggested as a large, unbroken block to the south west of the site. Proposed soft landscaping appears to lack structure and does not form part of a considered masterplan which would enhance the character of the existing farm and the adjacent landscape or mitigate views.

The loss of trees around the site of the existing slurry tank would weaken the visual screening provided by the woodland at present and it is suggested that a woodland management plan, to inform the long term maintenance and management of this woodland, is produced to safeguard its contribution to the adjacent landscape, the screening it provides and improve its ecological value.

Regeneration Team (Trees)

Proposal as indicated may involve the loss of some trees outside of the woodland area to permit vehicular movement around the car parking areas.

The keynote feature is definitely the mature woodland east of the farmhouse. I'm keen to see that this isn't further eroded by development: the slurry tank sits inside the woodland edge and despite being painted a discreet green is nonetheless an incursion into the woodland both physically and visually. This area of woodland has the same footprint as it did on the 1845 OS map. It was originally replicated on the west aspect, but this has over time been removed to the stage where it's only a group of scattered mature trees. This is presumably the effect of expansive farming activities.

I offer no objection to the proposal but am keen to see that the woodland is not impacted either by development or by pressure from site use post-development. It is currently unmanaged but thriving, with a lively regenerative layer, and is an asset to the borough.

Landscaping to enhance the development will be necessary. It's accepted that the existing buildings are visible and of only functional appearance, but development as indicated is an opportunity to soften the impact of these with some tree planting of a scale that suits the location and the dimensions of the site.

Highways England

No objections.

Regeneration Team (Economic Development)

Support the development;

The Plan to 2032 is a material consideration and the application should in the first instance be considered against the requirement of Policy EC2 and matters set out in C9. Of the opinion that the development supports economic growth and expansion in rural area. Recommends approval in line with EC2.

Environmental Protection (Pollution)

With reference to your memorandum dated 16th December 2016, there are no objections to the above proposals.

Greater Manchester Ecology Unit

Summary

No significant ecological constraints were identified by the developer's ecological consultant. Issues relating to nesting birds, bats, and ecological mitigation can be resolved via condition.

Bats

All buildings were assessed as having less than low bat roosting potential. I have no reason to doubt this assessment, the photographs clearly indicating low risk buildings and the surround habitat be sub-optimal for foraging. Trees were also assessed for bat roost potential, again no trees had more than very low potential and no trees appear to be proposed for removal.

Nesting Birds

One woodpigeon nest was identified in one building. Sections of hedgerow are also likely to require removal to facilitate access and work to trees along the eastern boundary may also be required. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended.

Ecological Mitigation

The site has very low ecological value. The only negative impact is likely to be associated with the removal of short sections of species poor hedgerow to facilitate access. This would represent a minor negative ecological impact at the site level. I am confident that this can be mitigated for through appropriate soft landscaping within the proposed development. I recommend that the detail can be conditioned.

Environment Agency

We object to the proposed development as submitted because it involves the use of a non-mains foul drainage system in a publicly sewered area but no justification has been provided for this method of foul sewage disposal. We recommend that the application should be refused on this basis.

The installation of private sewage treatment facilities within publicly sewered areas is not normally considered environmentally acceptable because of the greater risk of failures leading to pollution of the water environment compared to public sewerage systems. According to our records the nearest public sewer is located in the A585. However, no justification has been provided as to why it is not possible to connect the foul drainage from this site to the public sewer. On the basis of what has been submitted, an environmental permit for a non-mains foul drainage system would be unlikely to be forthcoming.

Lancashire CC Flood Risk Management Team

Objects – until robust evidence has been submitted to the local planning authority demonstrating why higher priority discharge points for the runoff destination of surface water are not reasonably practicable in line with Planning Practice Guidance.

Objection can be overcome by submitting further evidence of your chosen runoff designation and robust justification of this runoff destination over preferable destinations set out in the hierarchy contained in the Planning Practice Guidance. If robust justification or evidence as to why preferable runoff destinations cannot be achieved is not provided in line with Planning Practice Guidance, we will consider whether there is a need to maintain our objection to the application. Production of a justification or evidence will not in itself result in the removal of an objection.

Regeneration Team (Heritage)

I agree with the heritage consultant that the only brick built buildings of heritage significance are the farmhouse and the closes barn to the south. The other brick barns are relatively modern.

Neighbour Observations

Neighbours notified:	16 December 2016
Site Notice Date:	23 December 2016
Press Notice Date:	05 January 2017
Number of Responses	None

Relevant Planning Policy

Fylde Borough Local Plan:

SP02	Development in countryside areas
SP05	Conversion of rural buildings to commercial use
SP09	Diversification of rural economy
EMP3	Business & industrial uses outside defined area
EMP4	Buffer zones and landscaping
TR01	Improving pedestrian facilities
TR03	Increasing provision for cyclists
TR10	Car park design
EP11	Building design & landscape character
EP14	Landscaping of new developments

Fylde Local Plan to 2032:

GD4	Development in the Countryside
GD7	Achieving Good Design in Development
EC2	Employment Opportunities
INF2	Developer Contributions
ENV1	Landscape

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 to be considered when determining this application are;

Principle of Development

Design/Visual impact on character of the area

Highways issues

Residential amenity

Flooding and drainage

Other issues

Principle of the development

Within the current Adopted Fylde Borough Local Plan the most relevant policies when considering the principle of this development are SP2 - development in countryside areas, SP5 - conversion of rural buildings to commercial use, SP9 – diversification of the rural economy and EMP3 – Business and industrial uses outside defined area.

Policy SP2 is a restrictive policy which seeks to restrict development in the countryside to development falling within certain categories. The policy states that development will be for restricted to 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 S6. With regard to rural diversification the applicant has provided information about the existing farms dairy enterprises ceasing to operate and this resulting in the buildings subject to this application no longer being needed for livestock. The application states that as that operation is no longer in place, and that it required relatively low numbers of people working within it all of whom are now working in the arable side of the farm that the development will generate employment opportunities and hence provide rural diversity.

SP5 – conversion of rural buildings to commercial use states that in the countryside area, the re-use, adaption or conversion of agricultural or other rural buildings to new commercial, industrial or recreational uses will be permitted, providing the following criteria are met;

1. In the case of a use which includes holiday or other visitor accommodation, the building must be substantially built in brick or stone;

As the proposal is not for holiday or visitor accommodation this criteria is not relevant to this application.

2. the proposal does not lead to dispersal of activity on such a scale as to prejudice town or village vitality;

The proposal is for the conversion of existing agricultural units to B1/B2/B8 uses. These are not uses such as retail or holiday accommodation that could potentially remove activity from town or villages and as such will have no impact on their vitality. With regard to existing business space the applicants appraisal of existing business space demonstrates that there are no apparent available business premises in the Kirkham/Wesham area which are of a similar size or character to that being

proposed.

3. the nature and extent of the proposal would not prejudice the character and appearance of the countryside having regard to the development as a whole, including the formation of a new curtilage or change to an existing curtilage, any requirements for outbuildings or for access or other highway improvements;

This criteria is assessed in full below however the development is for the conversion of existing buildings, does not extend the sites curtilage, and does provide a new access which is considered to be an improvement to the existing one by LCC Highways. The development does not involve the erection of new buildings or the extension of any existing buildings. The proposed conversion of the buildings is designed to reflect the rural character of the area and the site also benefits from some screening afforded by the adjacent woodland and remaining farm yard

4. the building must be structurally sound such that the conversion could take place without substantial reconstruction or major alteration. any demolition and rebuilding work must be of a minor nature and agreed by the council as part of the planning application process;

The application has been submitted with a structural survey which shows that the buildings are capable of being converted to provide the uses proposed without substantial reconstruction. The description of proposals section above outlines the existing buildings and what structural works are required to facilitate their use for B class uses. The amendments to the buildings appearance are mainly cosmetic rather than required to make them structurally sound. Fylde Council Building Control officers have considered the report and visited the buildings and have no objections to the development, and agree with the structural reports findings.

5. in the case of a brick or stone building of traditional or special character, the building must be capable of conversion or re-use without major extension and without undue detriment to its character or loss of important features.

The buildings to be converted are of a variety of styles and designs but include two buildings constructed in brick near to the main Farmhouse. The proposed alterations to these buildings do not include the loss of any significant features and their does not appear to be any features that warrant particular retention.

6. the proposal would not promote the need for additional or replacement buildings or extensions to existing buildings which would have a detrimental effect on the landscape or the character of the countryside;

The application is not proposing any additional or replacement buildings or extension to existing buildings at the site. If a proposal was received in the future for any of these scenarios then it would have to be considered on its own merits with regard to its effect on landscape and the character of the countryside. As such the proposal complies with this criteria.

7. the proposed use would not promote conflict with adjacent or nearby buildings, uses or operations and could be carried out without adverse effect upon the amenities enjoyed by nearby residents;

The proposal as outlined in detail in the description of proposal section above is to convert the buildings no longer needed by the farm in order for it to remain viable. The conversion of the buildings to B1/B2/B8 uses would not conflict with the existing agricultural operations as it is proposed to have two separate accesses to the two uses and there are no residential dwellings other

than the farm house and farm worker dwellings that could be effected by the proposal. As such the proposal complies with this criterial.

8. the site must have, or be capable of being provided with safe and adequate vehicular access, satisfactory foul and surface water drainage arrangements and other essential services without involving unnecessary expenditure by public authorities and utilities;

Issues in relation to drainage, highways are discussed below. However the site is capable of being adequately drained and safely accessed and as such the proposal can be considered to comply with this criteria.

9. the building and associated curtilage is adequate to provide for the parking, loading and manoeuvring of service vehicles without detriment to the character of the area.

The proposed parking areas for each of the buildings and the manoeuvring space between them makes use of existing hardstanding areas within the farm, no additional hardstanding is required for parking within the site therefore there will be no detriment in this respect. The submitted Transport Assessment demonstrates that the proposed 103 car parking spaces within the scheme would meet the worst case parking demand based on the parking standards previously set out in the North West Regional Spatial Strategy. The proposal therefore complies with this criteria.

10. the proposal can be adequately served by the local road network.

Highways issues are considered in full below but the site can be accessed by the network and the submitted Transport Assessment confirms that the proposed development will not have a material effect on the surrounding highway network. NPPF paragraph 32 also confirms that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. As such this criteria can be considered to be complied with,

As such the development is considered to comply with the requirements of the Adopted Local Plan. With regard to the Local Plan to 2032 whilst it has limited weight as it has not yet been adopted there are also policies within it which support the application. The site falls within a rural area and in particular a countryside area allocated through policy GD4. GD4 allows for rural diversification and as a key aspect of the existing farming business has been deemed by the applicants to be 'commercially uneconomical' and has or will cease to operate in the very near future the proposed development will assist in the viability of the ongoing farm operations and therefore it is considered the proposed development to be a form of Rural Diversification in line with the definitions set out in the Fylde Local Plan to 2032 (Publication Version).

As such the development can also be considered to comply with Section 3 of the NPPF - Supporting a prosperous rural economy and in particular paragraph 28. The proposed development would help meet the employment land requirement identified in Chapter 9 of the Fylde Local Plan to 2032 (Publication Version). Chapter 9 also makes clear that sustainable economic growth and expansion of all types of business and enterprise in rural areas is supported, provided it accords with other policies within the Local Plan. It further clarifies that sustainable agricultural diversification will be promoted as an important aspect of maintaining the rural economy. It is therefore considered that the proposed development, as currently set out, would meet these requirements and as such is in line with EC1 and EC2 and the NPPF. Policy EC2 of the plan to 2032 states that when considering employment uses the Council will take into account the accommodations flexibility and as this development will provide 4,056m² of employment floor space and have individual unit sizes between 60 and 638m² it is considered to meet this EC2 requirement. EC2 also states that the

council will seek to ensure employment opportunities are easily accessible for local people, the site whilst located in the open countryside is well connected to the settlement of Wesham, and has good access to the strategic highway network. It is within 800m of two bus stops providing connections to the wider area and is within walking distance of the settlement of Wesham. It is therefore considered that the proposed development supports economic growth and expansion in a rural area, is supported by both national and local planning policies and is acceptable in principle.

Design/Visual impact on character of the area

The proposal is for the conversion of existing buildings at a farmstead, the appropriate policies with which to assess the proposed alterations and the impact on landscape character are policy EP11 – building design and landscape character and EP14 – landscaping of new developments of the Adopted Local Plan, and policy GD7 – achieving good design in development’ of the Local Plan to 2032.

Policy EP11 states that development in rural areas should be of a high standard of design with matters of scale, features and materials reflecting local style. Local Plan to 2032 policy GD7 requires development to be of a high design and makes reference to a number of general design principles which will be applied to new development. A number of these do not apply to this application. With regard to the amendments to the existing buildings whilst some of them will lose some of their existing character where one of its sides is open and it is to be filled, and a number of windows and door insertions are proposed to each of the buildings none of the existing buildings is of an exceptional design, and are simply standard agricultural buildings. The proposed alterations are appropriate as the timber cladding will help the buildings retain their agricultural ‘feel’ which is important considering their rural setting adjacent to the remaining farm buildings. The integration of the new doors into the buildings elevations is acceptable and the layout is dictated by the siting of the existing buildings. The location of the parking is considered appropriate.

Policy EP14 – landscaping of new developments states that development schemes must make suitable provision for landscape planting and that where appropriate planning permission will be granted with conditions to ensure proper implementation and maintenance of such schemes. Emerging draft Local Plan policy ENV1 ‘Landscape’ refers to development having regard to its visual impact within its landscape context and refers to development within the countryside including a landscape buffer to limit the visual impact of development; ensuring the retention of existing landscape features and the provision of replacement landscaping where loss is unavoidable. The farm is very prominent in views from many points along Weeton Road, the A585 along the western edge of Wesham and the A583 to the south.

The proposed development will not result in the loss of any tree’s and whilst parts of two hedgerows will need to be removed to facilitate the new access these have been categorised as having low retention value. The proposals allow for appropriate landscape buffers which would complement the existing woodland in screening the development. Furthermore as the proposals do not involve the erection of any new buildings or the extension of any existing buildings and other than the proposed new access road the proposals fall entirely within the existing developed extent of the farmstead it is considered that the development would not have an unacceptable detrimental impact on the landscape to the extent which overrides the economic benefits of the scheme.

Highways issues

The application has been submitted with a transport statement that has been updated following discussions with LCC Highways with a Technical Note and revised access plans. LCC’s response is detailed in full above, they do not raise any objections to the new access to the site, the use of the existing access to the buildings to remain in agricultural use and they raise no objections with regard to highway safety, traffic generation or any other technical issues. They consider that for this site

given its location in relation to the A585 and the settlement of Kirkham and Wesham that sustainable transport improvements are key to the development being acceptable. The application proposes a pedestrian/cycle route into the site along the new access road which LCC require, they also require the applicant to deliver a Toucan crossing expected to be on the south side of the A585 Weeton Road roundabout. The scheme to be subject to detailed design as part of the s278 works. They confirm that with the improvement for sustainable modes, pedestrian and cyclists, from Weeton Road into the proposed site and the provision of a Toucan crossing over A585 that they have no objections, do not consider any other contribution through 106 contributions appropriate. The 278 works will provide the following;

- Proposed site access; and
- Toucan Crossing over A585 at Weeton Road Roundabout

The trigger point for the delivery of both these measures will be prior to occupation of the development: Delivering these works will require a review, consultation and implementation of new/or changes to TROs (speed limit); the full cost for these to be funded by the developer. Conditions will be used to ensure these improvements are provided.

Residential amenity

The application site is not located near to any residential dwellings other than the farmhouse and agricultural workers dwellings which are in the applicant's ownership within the site. Farming operations produce noise and odour which the occupants of these dwellings will be familiar with, and as such the change of use to B classes will have minimal impact on their residential amenity. There are no objections from the Council's Environmental Protection Officer and conditions can be placed on any approval in relation to operating hours of the units.

Flooding and drainage

The application site is located within Flood Risk Zone 1 which is an acceptable area for any development and as such complies with the NPPF and local plan policy EP30 in that it steers development away from areas at high risk of flooding. The existing site is a brownfield site and is already covered in hard surfacing. A drainage plan has been submitted with the application which details that foul water will be dealt with using a sewage treatment system. The EA have objected to this as it is a non-mains sewerage in an area where sewers are available. They state to overcome this objection the applicants needs to demonstrate that they have thoroughly investigated the possibility of connecting to the foul sewer, and provide reasons why this is not reasonable. The applicants are in the process of doing this and have submitted evidence that United Utilities will not entertain connecting the scheme to mains sewers, and also that the costs of doing this would be unviable due to the distance of 600m to the sewer, this has been passed to the EA and their response is being awaited. It is anticipated that this will be available in the late observations. With regard to surface water the LLFA have indicated that the applicant needs to demonstrate why higher priority discharge points for the runoff destination of surface water are not reasonably practicable in line with Planning Practice Guidance. The NPPG states this as being;

Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.

The applicants have explained that the site will operate in completely the same as it was when the site was operating as a farm in that the surface water runs down a series of drains and into the water courses as it has done for many hundreds of years. There will be no extra areas of hard standing as there is no need for any more. There also used to be around 4 million gallons of cow slurry produced at the site when it was running as a dairy unit. This was obviously a large pollution risk which has now completely gone. They have confirmed they would be more than happy to integrate some form of attenuation pond or reed bed system if it was deemed appropriate to slow the rate at which the water reaches the water course down. As the existing surface water discharge will remain the same as existing and that the applicants propose a form of mitigation to slow the discharge down this is considered an improvement by officers, and LCC's objection is unfounded. Officers have request they provide suitable conditions and these will be provided in the late observations.

Other issues

Heritage

The application has been submitted with a heritage statement which outlines that as the buildings proposed for conversion do not form a significant element of the setting to the adjacent Listed Farmhouse, which lies outside the application site, the proposed development would satisfy national and local heritage planning policy. The Councils conservation officer agrees with this assessment and as such the proposal would comply with policy ENV5 'Historic Environment' in the Local Plan to 2032 and policy EP4 of the adopted Local Plan, which require development to protect the setting of heritage assets.

Biodiversity and trees/landscaping

The application has been submitted with an extended phase 1 habitat survey and evaluation by Pennine ecological which has been considered by the Councils ecological consultants GMEU. The survey confirms that the site has no statutory wildlife designation and there are no known species of principle importance associated with the site. The site is also not within 2km of any statutory wildlife site, or within 900metres of a biological heritage site and there are no ponds on-site.

Surveys were undertaken relating to bats, barn owls, Great Crested Newts, badgers and birds. Impacts on GCN or its habitat are not predicted, there is no evidence of any barn owl use or badger activity/occupation and no evidence of any nesting birds on site other than a single woodpigeon in building F. There is considered less than low bat roost potential in the brick buildings and negligible potential in the other buildings. The site was found to have only very minor foraging value along the edge of the woodland and along hedgerows in the adjacent land. The vegetation on the main site was also found to be very poor and any habitats affected within the farm yard are considered to have negligible ecological interest. GMEU have considered the information submitted and agree with the assessment. With regard to bats they recommend an informative regarding habitat regulations and the need to stop work if any sign of bats is found. They recommend a condition preventing works to the hedgerows, trees and buildings in the bird nesting season unless they are shown to be absent by survey. They state that the site has very low ecological value with the only negative impact the removal of a short stretch of hedgerow. They state that this can mitigated through appropriate soft landscaping within the development and recommend a condition to secure that.

The application has been submitted with an Arboricultural Impact Assessment which outlines that whilst the proposal would require the removal of parts of two hedgerows to facilitate the proposed

access, the proposed substantial tree planting is more than sufficient to mitigate this loss, particularly as the hedgerows are considered to be of low retention value. Within the report are recommendations to avoid impact on retained trees during construction / demolition and these can be secured by way of condition. The Council's tree officer has stated that the proposal may involve the loss of some trees outside the woodland area to permit movement around the parking areas, however the submitted site plans shows all of the trees to be retained and the parking spaces located outside of these trees canopies. He states that he has no objections but does not want the woodland to be implicated and as such as placed a preservation order on these trees. The Council's landscape architect has commented that the proposed soft landscaping appears to lack structure and does not form part of a considered masterplan which would enhance the character of the existing farm and the adjacent landscape or mitigate views. She states that the potential loss of trees around the site of the existing slurry tank would weaken the visual screening provided by the woodland at present and it is suggested that a woodland management plan, to inform the long term maintenance and management of this woodland, is produced to safeguard its contribution to the adjacent landscape, the screening it provides and improve its ecological value. It is therefore considered appropriate that conditions with regard to hard and soft landscaping and the management of the woodland are placed on any permission. With such conditions the application would comply with relevant planning policy relating to biodiversity and trees. This includes adopted Local Plan policies EP10, EP12 and EP18, together with local plan to 2032 policies ENV1 and ENV2.

Conclusions

The application proposals will secure the positive re-use of redundant buildings in a manner which will help the commercial viability of the farm through diversification, whilst also creating employment opportunities and delivering growth. In so doing the proposals comply with key objectives of the national and local policy. These are significant material considerations in support of the grant of planning permission. Whilst sited within the countryside relevant planning policies permit the conversion of buildings within the countryside for the creation of new employment premises and the proposals are in general compliance with the relevant criteria of these policies. The site is also still within a reasonably accessible location being sited just outside one of the main urban areas of the Borough. The supporting technical evidence also demonstrates that the proposals would have no unacceptable impact in relation to highways, ecology, flood risk, heritage assets or trees. The proposals are therefore in general compliance with the Development Plan and national planning policy, represent sustainable development and ought to be granted planning permission.

Recommendation

Planning permission be GRANTED subject to the following conditions:

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

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

2. This consent relates to the following details:

Approved plans:

Site Location Plan BRAD 001 REV A
Proposed Access arrangements 160902-01 REV B
Site Plan BRAD 002 REV C

Site Plan 2 BRAD 004 Rev A
Existing Farm Buildings BRAD 101 to 109
Proposed Farm Buildings BRAD 200 to 208

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

3. No part of the development hereby approved shall commence until a scheme for the construction the site access and all off-site works of highway improvement have been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority. The submitted scheme shall include detail of the phasing of these works. The agreed scheme shall be implemented in full accordance with the agreed specification and phasing.

Note: Delivering these works will require a review, consultation and implementation of new/or changes to TROs (speed limit); the full cost for these to be funded by the developer.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site. Also, in order to provide safe access to the site for all users.

4. No development shall commence until details of the measures to restrict vehicular movement between the proposed employment units and the remaining Farm access have been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority. These works shall be implemented prior to the first use of the employment units hereby approved.

Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the development will provide safe access to the site.

5. Prior to the commencement of development a scheme for the phasing and delivery of the car parking areas shall be submitted to and approved in writing by the Local Planning Authority. The car park and manoeuvring areas shall be surfaced or paved in accordance with the approved scheme and the phasing it contains.

Reason: To allow for the effective use of the parking areas and the provision of appropriate parking.

6. The two existing access points to the east of the current Bradkirk Hall Farm access shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads (concurrent with the formation of the new access prior any development hereby permitted becomes operative).

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

7. 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:

- a. the parking of vehicles of site operatives and visitors;

- b. loading and unloading of plant and materials;
- c. storage of plant and materials used in constructing the development;
- d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e. wheel washing facilities;
- f. a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- g. a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
- h. a Management Plan to identify potential ground and water contaminants; details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction;
- i. a scheme to control noise during the construction phase, and
- j. the routing of construction vehicles and deliveries to site.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

8. 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.

9. The development hereby approved shall not be commenced until a scheme for the provision of surface and foul water drainage works, with full consideration for sustainable drainage principles, has been submitted to and approved by the Local Planning Authority. The means of drainage shall be implemented in accordance with the approved scheme, prior to first occupation of the development hereby approved.

Reason: To reduce the increased risk of flooding by ensuring provision of a satisfactory means of surface and foul water disposal.

10. No tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall take place between 1st March and 31st August inclusive, unless surveys by a competent ecologist show that nesting birds would not be affected.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

11. A tree protection scheme for all retained trees and hedges on and adjacent to the site shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. No work of any kind shall take place until the protective fences are erected around the retained trees in the position and to the specification agreed by the local planning authority. Such fencing shall be retained throughout the development where work of any kind is undertaken in proximity to trees and hedging.

Reason: In the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework.

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

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

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

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

14. Construction shall be limited to the following hours - 08.00 - 18.00 Mondays to Fridays; 08.00 -13.00 Saturdays and no activity on Sundays and Bank Holidays

Reason: To protect neighbouring residential amenity.

15. Notwithstanding any denotation on the approved plans samples of the roof treatment and wall cladding [both inclusive of colour] shall be submitted to and approved by the Local Planning Authority no later than 21 days prior to the commencement of any built development works on site. Thereafter only those approved materials shall be used in the development unless otherwise agreed in writing with the Authority.

Reason: Such details are not shown on the application and must be agreed to ensure a satisfactory standard of development.

16. The employment buildings hereby approved shall be converted in accordance with the approved plans and shall not be subdivided or amalgamated without the prior consent of the Local Planning

Authority.

Reason: To maintain the mix of size and types of employment units available in the Borough in accordance with its employment needs.

17. The employment buildings hereby approved shall be restricted to Use Classes B1(b), B1(c), B2 and B8 as defined in the Town and Country Planning (Use Classes) Order 1987 as amended.

Reason: No separate use should commence without the prior approval of the Local Planning Authority in order to ensure that use of the premises does not prejudice the amenity of the area and conforms with Council's policies.

18. There shall be no retail or trade sales from any of the employment buildings hereby approved.

Reason: In order to protect the viability and vitality of Kirkham and Wesham town centres and in accordance with NPPF section 2.

19. There shall be no external storage at the employment site hereby approved.

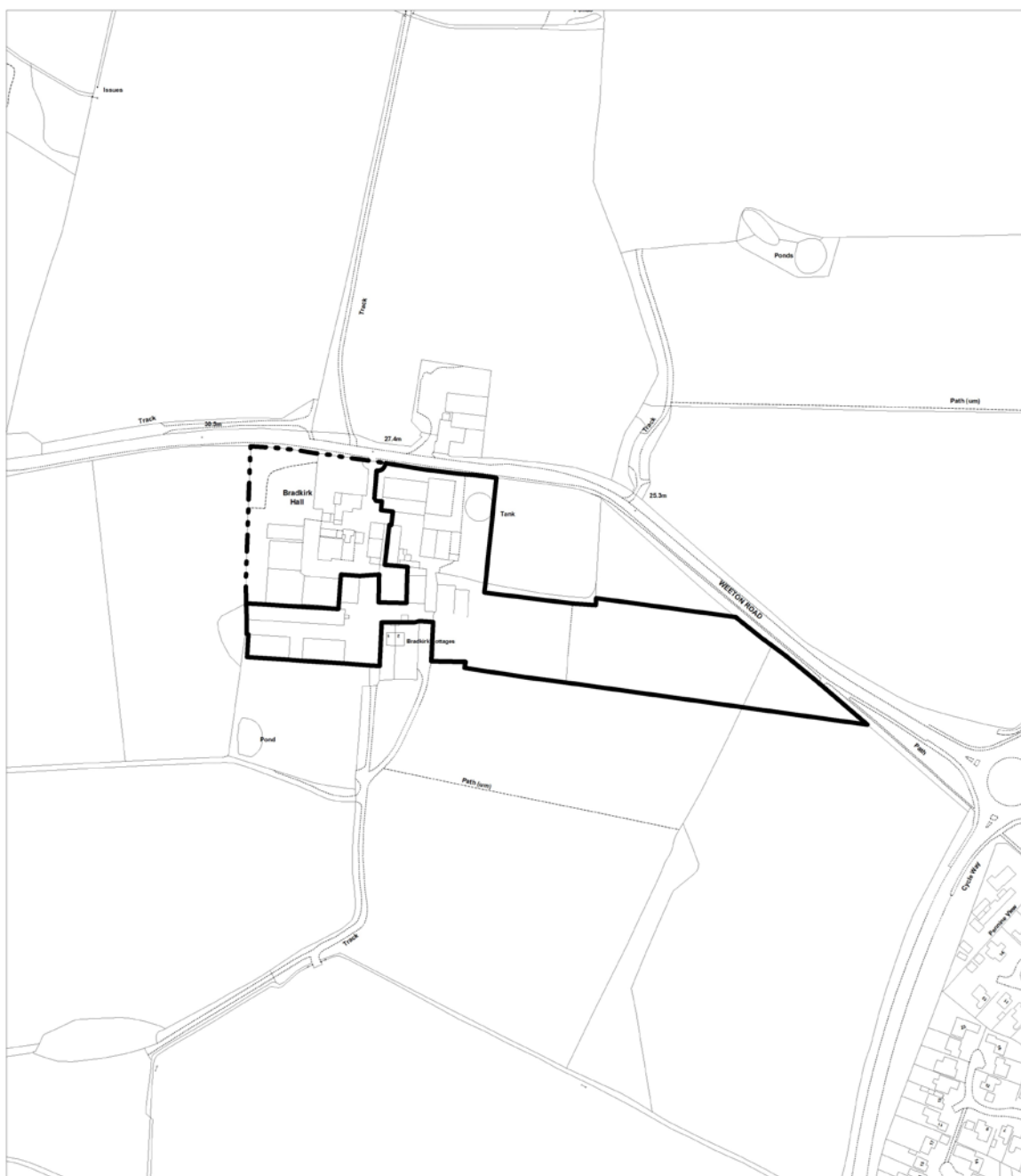
Reason: In order to protect the visual amenities of the area.


20. Building C as shown on the approved site plan BRAD 002 Revision C and on Farm Building D Proposed BRAD 203 shall be converted and made available prior to the occupation of any other building on the site.

Reason: In order to provide toilets and changing facilities for the site as a whole

21. The extent of building repair and re-construction shall be limited to that shown on the approved plans listed in condition 2 of this permission only with no further areas demolished without the appropriate consent from the local planning authority.

Reason: To ensure that the development is undertaken as a conversion of the existing buildings in accordance with policy and the rural character of the area.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/16/0738	Address Bradkirk Hall Farm, Weeton Road, Wesham	Grid Ref. E.3409 : N.4334	Scale 0 15 30 45 60 m 

Item Number: 2

Committee Date: 28 June 2017

Application Reference:	16/0846	Type of Application:	Outline Planning Permission
Applicant:	Mr Halliwell	Agent :	JWPC Ltd
Location:	LAND NORTH OF HIGH GATE AND EAST OF, COPP LANE, ELSWICK		
Proposal:	OUTLINE APPLICATION FOR THE ERECTION OF UP TO 24 NO. DWELLINGS (ACCESS APPLIED FOR AND OTHER MATTERS RESERVED)		
Parish:	ELSWICK AND LITTLE ECCLESTON	Area Team:	Area Team 2
Weeks on Hand:	36	Case Officer:	Rob Buffham
Reason for Delay:	Application Deferred by Committee		

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

<https://www.google.co.uk/maps/@53.8402607,-2.8809269,553m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Approve Subj 106

Introduction

A decision on this application was deferred at the 24 May 2017 meeting of the council's Planning Committee to allow members of that Committee to undertake a site visit to view this site and others around Elswick. That visit took place prior to the 14 June 2017 meeting of Committee.

The application was scheduled to be determined at that 14 June meeting, but was deferred again to allow officer consideration of representations received from the Parish Council regarding the status of the Copp Lane boundary hedge. At the time of publication of this agenda the officer comments are not available, and so for clarity the Parish Council and officer response will be reported to this Committee as Late Observations.

The scheme has not been amended since the May meeting and no further issues have arisen. As such the report presented to the May meeting is repeated below for reference.

Members are however reminded of the revised 5 year housing supply position that was also presented to that meeting and confirms that when a housing requirement of 415 dwelling per annum is used the housing supply available at 31 March 2017 was equivalent to 4.8 years of that supply and so the report below must be read in that revised context.

Summary of Officer Recommendation

The proposal for consideration by Members is an outline application for up to 24 dwellings, seeking matters relating to access only, on land east of Copp Lane, Elswick. The site is allocated as a Countryside Area in the adopted Fylde Borough Council Local Plan (FBLP) and Submission Version of the Fylde Local Plan 2032 (SV).

The development falls outside the settlement boundary of Elswick, representing

encroachment into the countryside and is therefore contrary to Policies SP2 of the FBLP and GD4 of the SV, which act to restrict development within such areas to agriculture, horticulture, forestry or other uses appropriate to a rural area only.

The Council has a reported 5.58 year housing supply, though this figure is yet to be tested at the Public Examination and could alter. Elswick is designated as a Tier 2 Rural Settlement in the SV, capable of sustainably accommodating 50 dwellings over the plan period. When added to committed development this proposal would not exceed the 50 unit target of the emerging policy. 16/1038 (9 dwellings on land west of West View, Elswick) is also to be considered by this Planning Committee, despite being recommended for refusal, if ultimately approved this would result in the 50 unit threshold being exceeded by 5 dwellings. Like the supply figure, the Tier 2 designation of Elswick is to be scrutinised at the Public Examination and may change. Moderate weight should therefore be applied to the interim supply position and Tier 2 status of Elswick. It is also considered that sustainable housing development should be supported in order to maintain a 5 year supply, irrespective of location, as failure to do so would increase risk of the Council not being able to demonstrate a 5 year supply in the future.

Due to the moderate weight applicable to both the revised housing supply figure and emerging policies of the SV, it is considered that policies of the NPPF with particular regards to sustainable development should prevail. Therefore, the principle of housing development should not be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result.

The proposed development would result in an expansion of the village in the order of approximately 5% (10% including committed development and 12% if including the West View scheme on this Committee Agenda) in a location on the edge of the settlement boundary which relates well to the existing built-up edge of Elswick and existing shops, services, and public transport facilities available both within and outside the village. Nor would it have any significant adverse effects on landscape character and appropriate mitigation can be introduced as part of the scheme in order to minimise impact. The development would not result in any significant loss of the Borough's best and most versatile agricultural land and there are no other landscape designations to restrict its development for housing.

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

On balance, it is considered that the benefits arising as a result of the development would outweigh the limited harm which has been identified in visual and landscape terms having particular regard to the requirements of the FBLP, SV and NPPF. The officer recommendation is that members support the application, subject to condition and a legal agreement to secure affordable housing and contributions to secondary education provision.

Reason for Reporting to Committee

The application is a major development which is recommended for approval by Officers. In accordance with the Council's adopted Scheme of Delegation the application must therefore be referred to the Planning Committee for determination.

Site Description and Location

The application site adjoins the northern village boundary of Elswick, being bound by housing to the south, housing and open fields on Copp Lane to the west, ribbon housing development and open fields to the north and open fields to the east. The site is 1.86 hectares in size and is almost square in form, comprising of a relatively flat overgrown parcel of land with pond to the northern boundary. Trees and hedgerow define the site boundaries.

The site is designated as Countryside in the adopted Fylde Borough Local Plan (FBLP) and Submission Version of the Fylde Local Plan 2032 (SV).

Details of Proposal

Outline planning consent is sought for up to 24 dwellings, seeking approval of vehicular access arrangements only. Detail relating to appearance, landscaping, layout and scale are to be assessed through subsequent reserved matters application(s).

Members should note that the originally submitted proposal sought consent for 36 dwellings on a larger portion of the site. The scheme for consideration is a revision of that original proposal which has reduced both the number of units proposed and the developable area.

The submission indicates that 6 properties are to be accessed via the existing entrance to Highbury Gate, with the remaining 18 units accessed via a new junction with Copp Lane approximately 95m north from Highbury Gate. The design of the new entrance incorporates a footpath which extends along the new access road into the development. Highbury Gate will also be widened to 5.5m with provision of footpaths to either side of the road incorporated into the road layout.

An indicative layout has been submitted, which provides for housing adjacent to the existing village edge, aligning with the end property on Copp Lane (1.06 hectares), and Public Open Space (0.86 hectares) beyond. Housing is sited to ensure that dwellings have a front facing aspect to Highbury Gate, Copp Lane and to the Public Open Space (POS). Housing to the east of the site is shown to have a rear facing aspect to the countryside. The existing pond located to the northern boundary is to be retained as part of the POS provision, along with hedgerow boundaries and trees, except where removal is necessary to facilitate the access arrangement to Copp Lane. LCC Highways have requested that the footpath fronting the application site on Copp Lane be widened to 2m and it should be noted that this would require removal of the hedgerow in its entirety.

Relevant Planning History

None

Relevant Planning Appeals History

None

Parish/Town Council Observations

Elswick Parish Council were notified regarding the original proposal on 09 November 2016 and raised strong objection to the proposal on the following grounds:

- Elswick Parish Council strongly objects to this planning application by virtue of its size and scale and feels it is inappropriate for the location of the site and would therefore have a significant adverse impact on the character and appearance of the area.
- **Sustainability** – site is outside the village boundary and contrary to the proposals of the emerging Local Plan. The Development Control Committee decided that Elswick should be defined in the emerging Local Plan as a Tier 2 Smaller Rural Settlement with an allocation of 50 houses in view of the village's extremely low sustainability assessment. Sustainability of the village has further deteriorated with the loss of the bus service to Blackpool and the announcement that the largest employer in the village (Bonds) to close with the loss of 20 jobs. The withdrawal of the bus service and the closure of Bonds is a double blow to the village as a survey undertaken in compiling the Parish Plan showed that most people from the village are employed in Blackpool.

Elswick has no school, health centre and one small newsagent's. The nearest health centre is 1.5 miles away and supermarket 6 miles away. There is little employment opportunity with most residents travelling to Blackpool or further afield for work. Similar distances have to be travelled for shopping or recreational purposes. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development and it is clear that development of this size in Elswick doesn't satisfy the sustainability criteria.

- **Health Centre** - Residents of Elswick rely upon services in Wyre and particularly Great Eccleston. The Health Centre currently has a waiting list of three to four weeks to see a doctor and has no room to expand and no finance to relocate. The senior partner has commented that the current level of planning applications, lodged within a two mile radius of the centre, will require the appointment of a new GP but there is no room in the current centre to accommodate such an appointment. Already over 160 houses have already been approved (but not yet built) and applications have been submitted for a further 330 houses. It is essential therefore that a new Health Centre is built before any new further applications are approved as unlike in urban areas there is no alternative to the health centre, the next nearest doctors surgery being six miles away.
- **Emerging Local Plan Allocation** - Whilst this development of 36 houses would at first seem to fit the number of houses allocated for the village in the emerging Local Plan, planning permission has already been granted for 18 houses and further small applications are awaiting approval which will account for half the number of houses allocated. Two other large applications are also awaiting determination, each for 50 houses. If either or possibly both of these are approved, in addition to this application, the village could be faced with over 160 new houses – more than 3 times the number allocated in the emerging Local Plan. This would increase the size of Elswick by 36%.
- **Neighbourhood Plan** - This application, if approved, will undermine the spirit of Localism that governs the neighbourhood planning process, introduced in the Localism Act 2011. It runs the risk of causing considerable damage to the Neighbourhood Planning Process. Whilst recognising that compiling and receiving approval of a Neighbourhood Plan is a lengthy procedure Elswick, in a short period of time, has made considerable progress. There has been a tremendous response to the Neighbourhood Plan questionnaire with over 30% of households submitting responses. The overwhelming message from the questionnaire is that villagers wish to see the housing allocation in the emerging Local Plan distributed uniformly throughout around the village with several small developments rather than one or more large housing estates, enabling the village to grow whilst retaining its character. The whole purpose of the plan is to give a voice to the community to help them manage their neighbourhood, if this planning application is granted it goes totally against the purpose of

the Neighbourhood plan and the Localism Act.

- **Affordable Housing** - The lack of public transport and amenities in the village negates the benefits of affordable housing as any cost savings will be more than offset by higher transport costs, with two cars per household being a requirement. For affordable housing to be sustainable it must be closer to employment and offer multiple transport options.
- **Transport and Traffic** - The Neighbourhood Plan questionnaire has also revealed a number of facts regarding the use of the A585 by Elswick residents. 95% of the respondents said that the Thistleton junctions are dangerous with several mentioning near misses that they have experienced. The survey revealed that there is an average of 1.8 cars per household in the village with over 1000 traffic movements per day by Elswick residents on the A585. People find crossing the A585 at the northerly Thistleton junction a 'nightmare' and turning left at the southerly junction 'highly dangerous'. At both junctions motorists have to wait for breaks in the traffic which are extremely rare, particularly at peak times. The northerly junction is generally used by people crossing the junction or turning right and gaps need to be found in both directions. This junction is heavily used by people travelling to Blackpool for employment or taking children to school.

Traffic breaks are only needed in one direction at the southerly junction but this junction is not obvious to drivers travelling along the A585 towards the M55 and the speed of the traffic approaching the junction makes turning left from the C classification road an extremely hazardous experience. Excessive waiting times at both junctions encourage frustrated drivers to take chances by pulling out in front of fast moving traffic.

With poor and diminishing public transport services, cars are a necessity in Elswick and virtually all traffic movements involve accessing the A585. This application if approved will add an additional 66 cars into the village and a further 200+ traffic movements at the Thistleton A585 junctions. The A585 is already operating over capacity and we are advised that there are no plans at present to undertake any work on the Windy Harbour to M55 section of the A585 or the Thistleton junctions despite the Highways Agency acknowledging that these junctions are dangerous. The Parish Council understands that the Agency has imposed restrictions on Wyre Borough Councils development plans due to the over capacity on the road and considers that no further development should be approved in Elswick until the capacity of the road is resolved and improvements undertaken at the Thistleton junctions.

With plans having already been lodged for 490 new houses in Elswick, Great Eccleston, Little Eccleston and Inskip the potential additional usage of the A585 will exceed 3000 plus movements a day on a road which is already operating to over capacity, if all these plans are approved. Elswick Parish Council considers that this is unacceptable and that the cumulative effect of these plans needs to be urgently addressed.

- **Impact** - The site for this development is a central site in the village. If approved it will be visually obtrusive and detrimental to the character of the village.

The Parish Council were also notified of the revised scheme on 7 April 2017, commenting that they maintain their original objections from the previous application (Parish Council letter dated 14.12.16), and request that this application be refused.

Statutory Consultees and Observations of Other Interested Parties

Lancashire County Council - Highway Authority

No objection subject to the upgrade of bus stops, footpath widening, financial contribution of £200K spread over 5 years for bus service enhancements and conditions.

Access – The Copp Lane access is acceptable since suitable visibility splays can be provided with alterations to the hedge line. The junction would require 6m radii and provision should be made for 2m wide footpath to Copp Lane.

Highbury Gate is unadopted and agreement from the land owner would be required for the new access points serving dwellings. Highbury Gate should be upgraded to adoptable standard and offered for adoption due to the number of dwellings it would serve. This will require 2m footways/service strips on both sides of the road, a 5.5m carriageway and a suitable turning head to allow refuse/emergency vehicles to turn safely and exit back onto Copp Lane in a forward gear. These changes will require some works on the junction of Highbury Gate and Copp Lane. Both these works and the new priority junction would be delivered as part of a s278 agreement.

Trip Rate/ Traffic Generation - The trip rates used by the developer show that in the AM peak 18 vehicle movements would occur (5 in and 13 out) and 18 vehicle movements (12 in and 6 out) in the PM peak.

The trip rates used by the developer are extracted from the TRICS database and can be assumed to be representative for a development of this scale at this location. I would broadly agree with the developers suggested distributions and therefore their conclusion that the impacts of this proposal on key junctions within the local highway network would be limited.

Pedestrian/ Cycling Considerations - 2m footways should be provided along the whole length of the site frontage. I would expect to see tactile paving applied at the crossings of the new priority junction and Highbury Gate. The access point on to Copp Lane north of the priority junction (near plot 27) should provide both pedestrian and cycle access. Any scheme, which would be subject to a detailed design process and sign off, would be carried out under a s278 agreement.

Public Transport - Recent cuts to the funding of subsidised bus services throughout Lancashire has led to the removal or reduction of public transport services. Service 78 has been withdrawn since the production of the submitted Transport Statement, so the only public services running through Elswick are the 80 and 75A. Service 80 (to Preston) only runs every two hours compared with an hourly service prior to cuts. It is recommended that the hourly service be reinstated in order to provide alternative modes of travel to the car. Service 75A only runs every two hours also, and it is recommended that an hourly service be supported in order to provide alternative modes of travel to the car.

The projected cost of restoring an hourly service (Mon – Sat) for Service 80 would be in the region of £100k per annum and the cost of providing an hourly service 75A running through Elswick would also be around £100k per annum. A contribution of £200k is requested over 5 years. In addition to this the developer should upgrade local bus stops to have raised boarding areas to improve accessibility for a wider range of users. The locations of which would need to be agreed and delivered under a s278 agreement.

Road Safety - There are no recorded injury accidents within the last five years at or close to the site access. The road safety record for the village as a whole is relatively good with only four injury accidents in the same period, all resulting in slight injuries. The identified causation factors for these accidents display no common causes and as such it can be

concluded that the additional traffic that this proposal puts on the local highway network will not cause adversely severe impacts.

Construction - LCC have raised concerns over the effect of HGV's in the area through the Fracking applications. The Transport Statement concludes that the construction phase is unlikely to have a significant impact and the transport network. I would dispute that fact, but nevertheless I would like to see a Construction Traffic Management Plan (CTMP) be produced and include the following:-

- The parking of vehicles by operatives.
- Site visitors.
- The loading, unloading and storage of plant and materials.
- Wheel-washing facilities.
- The routing of delivery vehicles.
- A programme of works (including traffic management measures).
- Road condition surveys.

Revised Scheme:

- the revision has made provision for the upgrade of Highbury Gate, and whilst supported, the turning head arrangement is not satisfactory and should be amended.
- due to reduced housing numbers within the development, the contribution level sought for bus service enhancement has been revised to £50k lump sum, to be payable prior to occupation of 50% of the development.
- North bound bus stop upgrade.
- Relocation of southbound bus stop outside the site on Copp Lane.

Highways England

There are known issues with the Thistleton junction near to the application site, with congestion arising due to vehicles, particularly those turning right, finding it difficult to enter onto; or to cross over the A585(T) mainline at peak times. This also results in safety concerns as drivers may seek to enter the A585(T) in inappropriate gaps in mainline traffic. An increased number of vehicles using this junction in the future would therefore be likely to exacerbate these issues.

Highways England has undertaken a review of a proposed development comprising 36 dwellings on land off Copp Lane, Elswick. A Transport Statement has been prepared by PSA Design on behalf of Mr K Halliwell to support the development proposals.

They have also undertaken revised trip generation and trip assignment calculations for the proposal, based on the trip rates and distribution which were found to be acceptable for a proposal on Mill Lane, located 500m from the site. Based on these calculations, a total of 10 new trips in the AM peak hour and 12 new trips in the PM peak hour are forecast to use the Thistleton junction when the proposed development is fully occupied. This equates to an additional vehicle every 5 to 6 minutes.

Whilst the TS does not include detailed capacity assessments of the Thistleton junction, considering that the results of the assessments undertaken for the nearby Mill Lane proposal were accepted by Highways England and that the proposed development on Copp Lane is forecast to generate a lower number of trips which would use the Thistleton junction, it is considered that PSA Design is not required to undertake further

capacity assessments of the junction. Nevertheless, the conclusions reached by Highways England in its review of the Mill Lane proposal relating to the potential for the forecast queuing on the side roads to influence driver behaviour remain an important safety consideration.

As indicated above, the main access to this development is via the A585(T) Thistleton junction. The A585 carries a high volume of traffic with limited gaps in flow. There is an issue at the junction whereby right turning traffic, both into and out of this priority junction, has a lower gap acceptance than most other locations leading to a higher risk of incidents. Any increase in traffic using this junction will undoubtedly raise this risk. A single development of 36 dwellings will possibly raise the risk only marginally. Indeed, based upon the forecast traffic flow impact of the proposals, in isolation, this proposal is unlikely to result in there being a step-change in the operation of the junction.

As a result, HE do not raise any objection to the application in isolation subject to a condition requiring a Travel Plan to be adopted that is to be agreed with the Local Planning Authority in conjunction with Lancashire County Council.

However, Highways England has concerns that the incremental development coming forward in this area is, cumulatively, significantly increasing the number of turning movements at this junction, with a corresponding significant increase in risk to safety. This point is particularly relevant given that a development 90 dwellings has recently been consented by Wyre Council (application ref. 15/00576) at Copp Lane, to the south of Great Eccleston - in the absence of a Local Plan and without consulting Highways England. Furthermore, as referred to above, neither the current nor emerging Fylde Local Plan envisages site allocations of more than 50 dwellings at Elswick. Since November 2016, Highways England has been consulted in two separate applications for residential development within Elswick amounting to 100 dwellings (50 dwellings at Mill Lane [Fylde planning ref. 16/0180] and 50 dwellings at Beech Road [Fylde planning ref. 16/0645]). This is in addition to recent consultations regarding an additional 93 dwellings at Copp Lane, Great Eccleston [Wyre ref. 16/00650/OUTMAJ] in the absence of any Local Plan for Wyre district. Taken with committed development, this has the potential to see approximately 300 dwellings served from this side road junction in what is a rural area.

Consequently, Highways England is of the view that, should this development be granted consent, further speculative development within Elswick would now not be in accordance with the Fylde Local Plan, or the emerging Local Plan that is clearly cogent of the safety issues that affect Thistleton junction.

Where development is in excess of what is contained within the adopted Local Plan, there can be no deemed prior assumption that the SRN infrastructure can safely accommodate the traffic generated by such development. Consequently, and in view of the findings of this review, there is now a need for both applicants and the relevant Local Planning Authorities to seriously consider the need for a safety improvement scheme at Thistleton junction to accommodate further development and how this may be achieved.

In the absence of such an approach (and when viewed against the current situation of there not being an up to date Local Plan for Fylde), as the highway authority for the A585 trunk road, we can only consider development on a case by case basis. We have no option other than to accept that, in isolation, each small development may not have a

significant / severe impact. We would however urge Fylde Council to seriously consider the cumulative and negative impact on safety of all of these new developments with a view to resisting further development until a coordinated approach to infrastructure mitigation can be achieved, either via your Local Plan, or any other available planning mechanism such as an SPD or CIL. In turn, Highways England is willing to work with Fylde Council and developers to assist both parties to develop an appropriate improvement of the Thistleton junction to address the safety concerns that are now emerging.

In previous years, Highways England has sought to progress improvements to the layout of the junction, such as full signalisation, or the creation of a roundabout layout. However, such schemes result in significant dis-benefits to the mainline traffic flow of the A585 which, as described above carries significant volumes of traffic throughout the day. As a result, such schemes were not feasible to deliver in the context of Highways England's forward programme of improvements, but may be in the context of a developer-funded scheme. That said, in considering further developments, Fylde Council should be mindful of the potential impacts such a scheme could have for affecting the efficiency of the A585 trunk road mainline flows and therefore the wider accessibility of the populated areas of Poulton, Thornton and Fleetwood that the trunk road serves. In other words, alterations to the junction prompted by significant levels of un-planned growth within small, rural settlements such as Elswick has the potential to result in dis-benefits (further delays), thus affecting the sustainability of both the current and future economic growth contribution of the facilities and communities within these areas, which the trunk road supports.

Lancashire CC Flood Risk Management Team

No objection to the proposal, subject to conditions requiring surface water drainage scheme and confirmation of finished floor levels to be submitted as part of any subsequent reserved matters application.

LCC Education Authority

Based upon the latest assessment, taking into account all approved applications, LCC will be seeking a contribution for 4 secondary school places. However LCC will not be seeking a contribution for primary school places since there is sufficient capacity within existing schools to cater for the demand created (9 spaces).

The contribution relates to £20,303.59 x 4 places = £85,693.08.

Following an initial scoping exercise of the local schools it has been determined that Lancashire County Council intend to use the Secondary education contribution to provide additional Secondary places at Kirkham Carr Hill High School & 6th Form Centre, subject to confirmation over the deliverability of this and the range of other projects that are assigned to this school.

To ensure that the approach is in line with the Community Infrastructure Levy regulations, the County Council confirms that there are already 5 secured Section 106 pooled against Carr Hill High School & 6th Form Centre. However, please note that LCC have requested that a deed of variation be agreed for one of these to remove this pooling option and reduce the number of pooled infrastructure projects sealed against Carr Hill to 4. This deed of variation would need to be agreed prior to the sealing of a S106 for this development.

Greater Manchester Ecology Unit

Information submitted with the application includes an Extended Phase 1 Habitat Survey, laboratory report for the eDNA testing for great crested newts.

The site is generally of low ecological value with the exception of the pond and small area of woodland to the north of the site together with a number of hedgerows around the site. Should outline consent be granted, any reserved matters application should also retain these features and include a management plan for them. Some hedges are shown for retention, some will be lost and replacement should be provided within the reserved matters application. Sufficient information has been submitted to satisfy that the proposal will not impact on great crested newts.

Conditions requiring biodiversity enhancement and site preparation outside of the bird nesting season are suggested.

Environmental Protection (Pollution)

Initial concern was raised to the original submission with regards to proximity of housing to a poultry farm located north east of the application site. In particular concern was raised in relation to odour disturbance for prospective occupants as well as the possibility of statutory nuisance complaints against the farm from the new neighbours. An Odour Assessment was requested to ascertain the likelihood of the proposed site being affected by the activities of the poultry farm.

In response to the revised submission the Environmental Protection Officer raises no objection on grounds that there is sufficient separation between the development and poultry farm to mitigate odour impact.

Environment Agency

No comment – the proposal is not listed in the ‘When to Consult the EA’ document or in the Development Management Procedure Order/ General Development Procedure Order.

United Utilities - Water

No objection to the proposal subject to conditions requiring implementation of drainage for the development in accordance with the Flood Risk Assessment & Outline Drainage Strategy Report – unless otherwise agreed in writing by the Planning Authority, and, submission and approval of a scheme for the management and maintenance of SUDS.

Natural England

No comments to make on the application. This does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the Local Planning Authority to determine whether or not this application is consistent with national and local policies on the natural environment.

The Ramblers Association

No comment received.

Environmental Protection (Pollution)

No objection subject to condition requiring noise, vibration and dust controls during the construction phase to be agreed.

Lancashire Constabulary

No objections raised, but do make recommendations in order to prevent the opportunity for criminal and anti-social activity in and around the site including physical security, natural surveillance, car parking, rear gardens.

Neighbour Observations

Neighbours notified: 09 November 2016

Amended plans notified: 7 April 2017

Site Notice Date: 11 November 2016 & 12 April 2017

Press Notice Date: 24 November 2016

Number of Responses **10**

Summary of Comments The main concerns raised by residents are summarised below:

- The Village has one small shop and no other facilities.
- The adjoining Village has to be accessed for medical facilities and is oversubscribed with appointments taking at least 3 weeks. Recent attempts to extend have failed due to a lack of finance or opportunity to extend/ alter the property.
- Not sustainable because Elswick has no school, health centre, supermarket, post office or bank, closure of nursery and relies on other adjacent settlements for these services.
- Local schools unlikely to be able to accommodate additional children.
- Improvements to health centre and schools must be conditional to any approval.
- No work in the Village, resulting in the Village becoming a commuter retreat.
- No demand for housing – several houses have been on the market for years and with 19 dwellings already granted consent there is no need for further development.
- Elswick is a Tier 2 settlement, with an allocation of fifty houses in the new local plan. More than half of the fifty houses have already been built/ approved. This application therefore represents a 50% increase in the number of houses allocated and a 17% increase in Village size.
- The layout is more urban than rural in design.
- Loss of green belt, increased size of Village, destruction of Village character and urbanisation. Adverse effect on the countryside views and so will detract from the ambience of the Village.
- Increased traffic heading toward the A585, increased queuing and safety problems especially at Thistleton junction.
- Increased congestion problems at drop off/ pick up times at Copp School.
- Infrequent and reduction to Bus Services means that there is not a sustainable alternative to travel and accessibility is poor
- Will Highbury Gate be widened? The existing road is barely wide enough to accommodate existing housing, particularly at the junction with Copp Lane which does not allow for the passage of vehicles.
- Need for off street parking for housing on Highbury Gate to avoid parking on the road and potential blockages.
- Highway safety problems during construction resultant from heavy vehicles accessing the site.
- Parking requirements will have a negative effect on the environment.
- Proposed access opposite existing housing.
- Inadequate infrastructure to support additional houses. No mains drainage in Copp Lane and area to east suffers inadequate top water drainage. Inadequate drainage would be overwhelmed by heavy rain, no increase of dwellings without addressing basic problems of drainage and sewage.
- Development is adjacent to a poultry farm raising concerns of both noise and odour to new residents.
- The proposed access could hinder HGV access to the poultry farm.

- Asbestos is buried under the site.
- Fencing would need to be erected to secure housing from the poultry farm.
- Existing surface water problems associated with the dyke to the north of the application site – Mayfield House has to pump water away and 36 homes will only compound the issue further.

Relevant Planning Policy

Fylde Borough Local Plan:

SP02	Development in countryside areas
HL02	Development control criteria for new housing proposals
HL06	Design of residential estates
TR01	Improving pedestrian facilities
TR05	Public transport provision for large developments
TREC17	Public Open Space within New Housing Developments
EP10	Protection of important landscape and habitat features
EP11	Building design & landscape character
EP12	Conservation trees & woodland
EP14	Landscaping of new developments
EP18	Natural features
EP21	Archaeology
EP19	Protected species
EP22	Protection of agricultural land
EP26	Air pollution
EP27	Noise pollution
EP29	Contaminated land
EP30	Development within floodplains

Fylde Local Plan to 2032:

NP1	Presumption in favour of Sustainable Development
S1	Proposed Settlement Hierarchy
DLF1	Development Locations for Fylde
SL5	Development Sites outside Strategic Locations for Devt
GD1	Settlement Boundaries
GD4	Development in the Countryside
GD7	Achieving Good Design in Development
GD9	Contaminated Land
H1	Housing Delivery and the Allocation of Housing Land
H2	Density and Mix of New Residential Development
H4	Affordable Housing
HW1	Health and Wellbeing
INF1	Service Accessibility and Infrastructure
INF2	Developer Contributions
T4	Enhancing Sustainable Transport Choice
T5	Parking Standards
CL1	Flood Alleviation, Water Quality and Water Efficiency
CL2	Surface Water Run-Off and Sustainable Drainage
ENV1	Landscape
ENV2	Biodiversity
ENV4	Provision of New Open Space

Other Relevant Policy:

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

Site Constraints

Within countryside area

Within countryside area

Environmental Impact Assessment

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

Comment and Analysis

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

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

Principle of Development

Policy Context and Site Designation

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

The site is located within the Countryside Area as defined on the Proposals Map of the FBLP and SV. Policies SP2 and GD4 are of relevance and seek to safeguard the natural quality of the countryside area by supporting development related to agriculture, horticulture, forestry or other uses appropriate to a rural area only. The development proposed cannot be categorised as such and is therefore contrary to Policies SP2 and GD4.

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

Housing Need

The NPPF emphasises the importance of housing delivery, indeed, paragraph 47 states that a five year supply for market and affordable housing should be maintained by Planning Authorities. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of

housing are not considered up to date if a 5 year supply of deliverable sites cannot be demonstrated.

The Planning Authority is currently undertaking the public examination of the new Local Plan, and has been required to update the five year housing land supply position as part of the evidence base. The update indicates a supply equivalent to 5.58 years. On this basis, it may be argued that policies of the development plan which relate to housing supply, including those restrictive policies such as SP2 and GD4, are up to date and not in conflict with the NPPF.

Policy DLF1 of the SV sets out a targeted strategy for new residential development within Fylde, identifying Elswick as a Tier 2: Smaller Rural Settlement location. Justification text to Policy SL5 confirms that Tier 2 locations can accommodate up to 50 homes over the plan period (2011-2032) with delivery being reliant upon windfall development as opposed to allocated sites. In the absence of any available sites within the Village envelope, this policy would provide support for housing within the countryside area, however this would be subject to a sustainability appraisal of the proposal, which would include impact assessment on the character of the Village and Countryside.

For information, there is committed development within the village on Bonds Ice Cream (8 units), Elswick Trading Park (9 units) and Chapel Farm (5 units). This current proposal would not therefore result in development which exceeds the 50 unit threshold advocated by Policy SL5. There is one other application for 9 dwellings on land to the West of West View, recommended for refusal to this Planning Committee, and would result in exceedance of the 50 unit threshold by 5 dwellings if both were to be approved.

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

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

Whilst the SV and updated 5 Year Housing Supply position are material considerations, they are yet to be examined in public. Representation has been received to the updated 5 year housing supply figure, as well as Policies DLF1 and SL5 with specific regard to Elswick and its classification as a Tier 2 Smaller Rural Settlement. Since the SV has unresolved objections with specific reference to housing supply and housing provision in Elswick, relevant policies should only have moderate weight in the decision making process.

The Council approved an application made by Elswick Parish Council to designate an 'Elswick Parish Neighbourhood Area' on 1 August 2016. This will allow the Parish to formulate policies within a Neighbourhood Plan including the location of housing which, if adopted, will become material in the determination of planning applications within the approved Area. Since the Neighbourhood Plan for Elswick is only an emerging document, no weight can be attached to it in the determination of this current application.

In conclusion, due to the moderate weight applicable to both the revised housing supply figure and emerging policies of the SV, it is considered that policies of the NPPF with particular regards to sustainable development should prevail.

Does the proposal deliver sustainable development?

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

Accessibility and Availability of Services

Concerns have been raised by local residents and the Parish Council with regards to a lack of services within the Village to support a development of the size proposed. Elswick Parish Council have raised concern to the sustainability of the development, due to the settlement scoring low in the Sustainability Assessments used to inform the emerging Local Plan. This is based upon a lack of services including health centre, school, post office, supermarket, reduced employment opportunities from loss of Bonds Ice Cream and reduced bus services.

Elswick is an identified settlement within Policy SP1(4) of the FBLP. Elswick is also defined as a Tier 2 settlement in the SV. This is an acknowledgement that Elswick is capable of accommodating sustainable growth, albeit that it may have a dependency on other settlements for some services.

The application site is located to the north of the village on the edge of the settlement boundary of Elswick. Elswick has a number of local services within its envelope and of walking distance from the application site, including a corner shop, two public houses, Church, Village Hall/ Community Centre, children's equipped play area, tennis courts, bowling green and post box. Great Eccleston Copp C of E Primary School is located within walking distance to the north on Copp Lane accessible via a public footpath, the closest secondary schools being Baines, Hodgson Academy and Carr Hill. It is noted that there are few employment opportunities in Elswick with the closure of Bonds Ice Cream, and that residents rely on connections to other villages, including Gt Eccleston, for some services including Post Office and Health Centre.

According to the Lancashire County Council web site, the closest bus stops are located immediately adjacent to the site entrance to the junction of Beech Road/Copp Lane, and north of the site on Copp Lane, accessible on foot by the existing footpath network. These stops provide services 75A and 80. Service 80 runs every two hours to Preston with an hourly service prior to cuts. Service 75A runs every two hours between Preston and Fleetwood. Members should note that a third service, Service 78, has been withdrawn this year. Whilst reduced, the availability of alternative means of transport does provide sustainable access to other settlements for the provision of services not available within Elswick. It is recognised that the infrequency of the bus services would not encourage sustainable travel to work or education.

Concern has been raised by residents with regards to pressure on existing health services with waiting times of up to 4 weeks, education facilities, lack of employment opportunity and reduced bus service affecting the sites sustainability. It is acknowledged that this matter does impinge on the sustainability of the site, however it is considered that such matters alone are not sufficient to refuse the development on sustainability grounds.

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

The proposed development, by virtue of its location on the edge of the settlement, would be well connected to existing facilities and would not be isolated from them in comparison to existing dwellings within the village envelope. Moreover, additional dwellings would help sustain and could act as a catalyst for the development of local facilities and services. The site is accessible by 2 bus services, providing sustainable connectivity to larger settlements for access to services. Gt Eccleston Copp C of E Primary School is within walking distance and there are other facilities including shops and health care opportunities at Gt Eccleston Village, as well other settlements accessible via the bus services offered. On this basis, the site is considered to be suitably located for access to facilities and services, and is considered sustainable in this regard. Therefore whilst the application would be contrary to Policy SP2 of the FBLP, in this instance there is greater weight to be given to the NPPF and the presumption in favour of sustainable development.

Scale of Development

The scale of development proposed is intrinsic to the scheme design, the NPPF states that design is a key aspect of sustainable development and that permission should be refused for development of poor design. Policy HL2 of FBLP supports residential development subject to a number of set criteria, with reference to scale of development this criteria includes development to be in-keeping with the character of the locality and a density of between 30-50 units per hectare. Residents have raised concern to the scale of development and how this would alter the village character, acting to 'swamp it' and turn it into a small town.

Elswick Parish Council comment that whilst this development of 36 houses would at first seem to fit the number of houses allocated for the village in the emerging Local Plan, planning permission has already been granted for 18 houses and further small applications are awaiting approval which will account for half the number of houses allocated. Two other large applications have recently been refused and could be the subject of appeals, each for 50 houses with one subject of a resubmitted application. If either or possibly both of these are approved, in addition to this application, the village could be faced with over 160 new houses – more than 3 times the number allocated in the emerging Local Plan. This would increase the size of Elswick by 36%.

The indicative revised layout provides for a density of 13 dwellings per hectare (DPH), based on a site area of 1.86 hectares referred to in the submitted application form. This DPH figure is low in comparison to policy requirements of 30 dph though it is recognised that a large proportion of open space is provided indicatively within the scheme. Discounting the POS provision within the proposal, consideration of the developable area alone indicates a dph of 23. Furthermore, density requirements of Policy HL2 are not representative of a village setting or location of the development within countryside, being akin to a higher density urban area. The application site represents a transition between the village boundary and countryside beyond and on this basis a lower density scheme providing a sense of openness is more appropriate and is supported.

There are approximately 463 dwellings in the village of Elswick. Based on this total, the proposal of 24 units will result in a 5.2% increase in the village size. Cumulatively, when added to approved development within the Village (Bonds Ice Cream - 8 units, Elswick Trading Park - 9 units, and Chapel Farm - 5 units) the village could grow by 10%. An outline scheme for 9 dwellings (ref: 16/1038) to the western edge of the Village is also before this Planning Committee, recommended for refusal, and would increase growth levels to 12% if approved. Both of the large scale applications referred to by the Parish Council at Beech Road (16/0645 - 50 units) and Mill Lane (16/0180 - 50 units) have been refused by the Planning Committee, though it should be noted that the Mill Lane scheme has been resubmitted and is currently being assessed. The potential level of growth relative to this current proposal is small and would not result in an unacceptable scale of growth to Elswick, even in combination with the proposal at West View. With regards to the current Mill Lane scheme,

assessment is ongoing and the outcome of this proposal and that at West View will inform its assessment.

The referred figures provide a quantitative context to the level of expansion, and there is no set percentage restricting the degree to which an existing settlement can expand. Instead, the consideration is whether any impacts arising as a result of the development's size, scale and relationship to the settlement would give rise to significant and demonstrable harm which would outweigh the benefits that it would otherwise deliver. The development's impact on the character and appearance of the area in visual and landscape terms are considered to be of principal significance in this regard.

Visual and Landscape Impact

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

The site is situated to the northern edge of the settlement boundary of Elswick and forms part of an area of open countryside which encircles the village. The site's southern and western boundaries abuts the built up area of the village adjacent to dwellings on Copp Lane and Highbury Gate. Existing dwellings adjacent have a front facing aspect to the application site. Hedgerow and trees form the current boundaries of the site, importantly to the western edge adjacent to Copp Lane. The application site is prominent within the immediate area, being immediately adjacent to Copp Lane which is a heavily trafficked route that provides access to/ from the larger settlement of Gt Eccleston. The site currently provides an important open setting for this side of Elswick both in terms of views in, from a northerly approach along Copp Lane, and when leaving the village environment. Being open and deep in width, the site also acts to isolate the village from ribbon development located to the north, providing a strategic open break between itself and the northerly edge of the village.

The applicant has submitted a Tree Survey and Tree Protection plan which identifies retention of the northern woodland edge and three trees for removal to the south. The pond located to the northern boundary of the site is also shown for retention within this woodland edge on the submitted site plan. The proposed Site Plan indicates retention of majority of the hedgerow on Copp Lane, though a portion of hedgerow must be removed to facilitate the new access arrangement on Copp Lane. In addition, to improve highway safety LCC Highways have requested the existing substandard footpath be widened. These works and that of the new access arrangement are likely to require removal of the hedgerow on Copp Lane and this is considered to erode the countryside character and setting of the village. However given the outline nature of the proposal, replacement planting can be provided adjacent to the new footpath within the reserved matters submission, which in time will establish to soften the development and reinstate this habitat. Accordingly, the most valuable landscape features on the site would be retained or replaced where necessary. Conditions are suggested requiring the implementation of tree protection measures and the submission of a landscape strategy which provides for the retention and replacement of these features.

The illustrative Site Plan splits the application site in two, with housing to the village side of a deep buffer of POS which incorporates the retained pond. This is considered to be a natural expansion of Elswick which aligns with the defined Village boundary designated in the adopted FBLP. The proposal provides opportunity for an outward facing development, with significant POS buffer and retained/ replacement natural features that will act as a soft barrier to assimilate the proposal into the countryside setting, enhancing the appearance of the village edge. Such features are intrinsic to the proposal making a successful transition between urban and rural, forming appropriate mitigation against the countryside encroachment.

It must be accepted that the proposal will result in the urbanisation of a countryside location with resultant harm to landscape character. Notwithstanding that, this is the case for the majority of sites in the Countryside Area and it follows that site-specific considerations will be important in determining the degree of harm arising. The development would diminish openness and would interrupt existing external views of the site where available. Any harm would be minimised by virtue of the development's relationship with existing buildings on the edge of the settlement and retention of existing features. Increased provision of POS within the proposal would act to retain the strategic gap to the northerly ribbon development, albeit of reduced size. It is not considered that the limited visual harm to landscape character would be sufficient to outweigh the benefits of the scheme to a degree which would warrant refusal of the application. Moreover, mitigation would be introduced in order to ensure that any adverse impact in this regard is minimised.

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

Loss of agricultural land

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

The Agricultural Land Classification Map is based on the Ministry of Agriculture, Fisheries and Food Soil Survey of England and Wales 1969 which is intended for strategic purposes. The map indicates the site to be Grade 2, though is only accurate to about 80ha. Notwithstanding, the application form refers to the site having no existing use and this is evidenced by the general overgrown appearance of the land. The land appears not to be farmed.

The applicant has not submitted any further information to clarify precisely the land categorisation. On this basis it must be assumed that the land is Grade 2 and any redevelopment would result in the permanent loss of the best and most versatile agricultural land. Notwithstanding this, the loss of the Borough's best and most versatile agricultural land for residential development has been allowed at a number of recent appeals and should not be seen as an overriding factor in the planning balance.

Principle of Development – Conclusion.

The site lies within the Countryside Area and outside the settlement boundary of Elswick as defined by FBLP and SV Proposals Maps. The proposed residential development does not fall within any of

the categories of appropriate development outlined in FBLP policy SP2 and Policy GD4 of the SV and is therefore in conflict with this policy.

The SV is yet to be examined in public. Representation has been received to Policies DLF1 and SL5 with specific regard to Elswick and its classification as a Tier 2 Smaller Rural Settlement, this includes specific objection to any housing provision for Elswick, and conversely request for Elswick to be upgraded to a Tier 1 Settlement capable of accommodating between 100-150 new homes over the plan period. Further to this, the Council has a reported 5.58 year housing supply, though this figure is yet to be tested at the Public Examination and could alter.

Since the SV has unresolved objections with specific reference to housing provision in Elswick and the updated 5 year housing supply figure, relevant policies can only have moderate weight in the decision making process. Sustainable housing development should be supported in order to maintain a 5 year supply, failure to do so would increase risk of the Council not being able to demonstrate a 5 year supply in the future. Due to the moderate weight applicable to both the revised housing supply figure and emerging policies of the SV, it is considered that policies of the NPPF with particular regards to sustainable development should prevail. Therefore, the principle of housing development should not be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result.

The application site is considered to be in a sustainable location and would not result in the introduction of isolated homes in the countryside. The scale of development is considered appropriate and would not unacceptably undermine the character of Elswick. The development represents a rounding off of the defined northern Village Boundary, providing for a deep POS buffer to ribbon development which would restrict any coalescence of development. Outward facing development and retention/ replacement of existing landscape features will provide a transitional buffer between urban and rural and act to enhance the village setting. The site is in a prominent location, replacement of natural features such as the hedgerow on Copp Lane and strengthening of landscaping to the site boundaries is therefore intrinsic to ensure that any harm to landscape character and visual amenity is minimised.

Therefore, the principle of housing development should not be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result. Whilst the development would result in encroachment into the open countryside, it would make a valuable contribution to the delivery of housing in the Borough. Additional benefits occur in this case as the development would deliver up to 30% affordable housing on the site.

On balance, it is considered that the benefits arising as a result of the development would outweigh the limited harm which has been identified in visual and landscape terms and that principle of development is acceptable.

Relationship with surrounding development:

Policy HL2 of the FBLP and GD7 of the SV support new residential development that would have no adverse effect on the amenity and privacy of neighbouring properties. This amenity impact includes privacy, dominance, loss of light, over shadowing or disturbance resultant from the development itself on neighbours, or during the construction period.

The planning application is made in outline form with detailed siting of dwellings being reserved for subsequent application, and so the relationship between dwellings proposed and neighbours cannot be fully assessed at this time. Notwithstanding, a Proposed Site Plan has been submitted for illustrative purposes, siting dwellings adjacent to existing housing on the periphery of Elswick. The

site plan demonstrates that an acceptable relationship to neighbours can be achieved. Further to this, Policy HL2 and GD7 are clear in that amenity of existing residents must be safeguarded and it is expected that any subsequent reserved matters Layout is compliant with these Policies.

The application site lies adjacent to a chicken farm located to the north west. This neighbouring use may give rise to potential odour disturbance to prospective occupants of the development. The submitted revision has provided increased separation between proposed dwellings and this neighbouring use, approximately 70m to the farm boundary and 80m to nearest farm buildings, which will act as mitigation for the odour disturbance. The council's Environmental Protection Officer is satisfied that the separation distance is sufficient to ensure that there would be no adverse amenity to prospective occupants.

LCC Highways have requested relocation of a bus stop to a position some 15m north of Highbury Gate. This new location is approximately 18m from the frontage of dwellings on Copp Lane and could impinge on the amenity of residents. It is considered that separation between the relocated bus stop and affected houses, as well as the infrequent nature of the two Bus services operating from this stop would act, in combination, to mitigate potential disturbance.

The proposal will intensify use of the site and increase the number of vehicles on the road network. The level of vehicle activity associated with the development is not considered to have a significant noise impact on adjacent residents and is therefore unlikely to cause an unacceptable disturbance. It is inevitable that there will be some disruption for residents during the construction period. This disruption however is temporary, for duration of the build and is therefore acceptable. Conditions can be imposed to reduce this disruption for neighbours including construction hour's restriction, wheel wash facility and dust controls.

Highways:

Paragraph 32 of the NPPF states that decision makers should take account of whether safe and suitable access to the site can be achieved for all people, and, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on network impact grounds where the residual cumulative impacts of development are severe. Policy HL2 supports new residential development provided satisfactory access and parking arrangements are provided, and do not adversely affect the safe and efficient operation of the highway network, either individually or cumulatively with other permitted developments. Policy TR1 also encourages the improvement of facilities for pedestrians to encourage walking as an alternative means of travel. Policy GD7 and T5 of the SV reiterate the above highway policy position.

Objection has been raised by Elswick Parish Council and local residents in relation to highway safety implications resultant from additional vehicle movements on the surrounding road network, this includes exacerbation of existing problems at the Thistleton junction with the A585.

The revised layout indicates that Highbury Gate will be upgraded (widening to 5.5m and 2m footpath provision) to accommodate 6 dwellings each having driveway access. A new entrance from Copp Lane will be provided to facilitate access to the remainder of the site. The existing footpath network will be extended into the site to both sides of the new access road.

The applicant has submitted a Transport Statement (TS) in support of their original proposal (36 units) which concludes that the proposal should not have a material impact in terms of highway operation or safety. The TS confirms a low number of personal injury accidents in the last 5 years which indicates that the local road network is not inherently unsafe. Reference is also made to

availability of public transport, cycle and pedestrians routes in the vicinity. The TS estimates that the proposal will generate a maximum 18 two way movements in both the Am and PM peak hours, resulting in approximately 7 additional trips on any route to the site. Given that the site is accessed via classified roads, the TS considers that construction traffic is unlikely to have a significant impact on the network.

With regards to the highway assessment of the proposal, Highways England (HE) consider impact of the proposal on the Strategic Road Network (SRN) in this circumstance the A585 trunk road, LCC Highways are responsible for the Local Road Network (LRN).

LCC Highways comment that the new access to Copp Lane is acceptable, subject to the provision of appropriate visibility splays which could be provided through alteration to the hedge line. A 2m footpath is also expected to be provided along the site frontage to provide a safe route to key local destinations. The revised drawing makes provision for improvements to Highbury Gate, but is criticised for having a substandard turning head. With regards to the LRN impact, the Highway Authority comment that trip rates referred to in the TS are representative for a development of this scale and agree with conclusions that network impact would be limited. LCC Highways report that there are no recorded injury accidents within the last 5 years at or close to the site access and road safety for the Village as a whole is relatively good, with only 4 accidents in the same period.

To improve pedestrian safety, LCC Highways have requested that the existing footpath to Copp Lane be widened to 2m. This will facilitate safe access along this part of Copp Lane and is viewed as important bearing in mind this is the only footpath access to the school. The increased footpath width requires removal of the existing hedgerow, though it should be noted that a 50m stretch of hedgerow must also be removed to ensure appropriate visibility for the proposed site access. The existing hedgerow forms part of the character and setting of Elswick. Notwithstanding, the highway improvements associated with the footpath widening would be of benefit to the community of Elswick as a whole and not just prospective occupants of the development, providing a safer pedestrian environment to the school, Church and other services/ facilities located within the Village. There is also sufficient space on site to ensure replacement hedgerow planting. On this basis, the request for footpath widening is considered to outweigh protection of the hedgerow. Footpath widening and replacement hedgerow planting should be required by condition.

There are known issues with the Thistleton junction with the A585, with congestion arising due to vehicles, particularly those turning right, finding it difficult to enter onto; or to cross over the A585(T) at peak times. This also results in safety concerns as drivers seek to enter the A585(T) due to insufficient gaps in moving traffic. An increased number of vehicles using this junction in the future would therefore be likely to exacerbate these issues.

Highways England have undertaken their own assessment of the potential trip generation and SRN impact, based upon conclusions drawn from submissions relevant to the Mill Lane application. It is reported that the development will result in a total of 10 new trips in the AM and 12 new trips in the PM peak hour at the Thistleton junction, equating to an additional vehicle every 5-6 minutes. HE comment that 11 accidents occurred at the Thistleton junction between 2011 to October 2016, 6 of which were in 2016. 9 of the incidents involved vehicles using and making turning manoeuvres at the junction. HE conclude that this is due to inadequate gap acceptance by drivers at the junction to enter onto the A585 mainline or cross it and this occurs throughout the daytime periods, which is a reflection of how heavy the A585 route flows can be throughout the day.

The TS argues that SRN impact is less than that associated to the larger proposals within Elswick and that on this basis HE should similarly have no objection to this current proposal. This is disputed by

HE who comment, the risk of incidents happening at the junction will undoubtedly increase incrementally as development comes forward. Notwithstanding this, HE raise no objection to the proposal on the basis that it would possibly raise the risk only marginally and, in isolation this proposal is unlikely to result in there being a step change in the operation of the junction. In making this judgement, HE gives weight to the fact that the proposal is within the agreed housing allocation for Elswick within the Submission Version Fylde Local Plan. As a result, HE do not raise objection to this application subject to a condition requiring a Travel Plan.

HE have raised concern that the incremental development (over 300 dwellings) coming forward in this area of Fylde/ Wyre Boroughs is cumulatively and significantly increasing the number of turning movements at the Thistleton junction, with a corresponding significant increase in risk to safety. Reference is made to 90 dwellings approved by Wyre BC on Copp Lane (15/00576) and a further 93 properties at Gt Eccleston (16/0650) – Members should note that this was refused by Wyre BC. As well as two other developments within Elswick (16/0645 50 units on Beech Road, 16/0846 36 units on Copp Lane) refused by this Committee. On this basis HE urge Fylde Council to consider the cumulative and negative impact on safety of all of these new developments with a view to resisting further development until a coordinated approach to infrastructure mitigation can be achieved.

16/1038 (9 dwellings, west of West View, Elswick) is also on this agenda, recommended for refusal. Similarly, HE have not objected to 16/1038 in isolation, but have raised highway safety concerns in relation to the cumulative impact of incremental development. Both of these current proposals equates to an overall number of 33 dwellings. HE also raised no objection to the Mill Lane (16/0180 - 50 units) and Beech Road (16/0645 - 50 units). In addition, the 93 dwellings at Gt Eccleston referred to by HE as being approved by Wyre BC, was in fact refused. On this basis, it is considered that cumulative impact of the current proposals would be acceptable based on the fact that collectively the number of units proposed would not exceed the 50 figure previously supported by HE for the Beech Road and Mill Lane developments. The implications of any later applications and appeals on these refused application site will need to be assessed at that time.

Elswick is accessible via a reduced bus service. Service 78 has been withdrawn due to cut backs, currently the 80 and 75A services run every two hours compared to an hourly service prior to recent cut backs. . LCC Highways recommend that contributions are provided to reinstate the hourly frequency of the 78 and 80 services and have requested £50k, payable prior to completion of 50% of the development. In response to the Mill Lane application, LCC highways commented that the contribution amount would not cover the full cost of service improvements, though would allow improvement to public transport and establishes the need for improvements which any other developments would be expected to follow. A request for contributions to cover the full cost of service improvement is considered unreasonable and a proportional amount is therefore sought. Members should note that if the full contribution is not secured from other development it is extremely unlikely that LCC would be able to find the shortfall. As such a review of what could be provided would need to be made by the Highway Authority. A request for the upgrade of adjacent bus stops has been made through provision of raised boarding areas and road markings to the north bound stop, and relocation/ improvement of the south bound stop adjacent to the Highbury Gate which can be controlled by condition.

The TS concludes that the construction phase is unlikely to have a significant impact and the transport network. LCC Highways dispute this fact and concerns are raised to the effect of HGV's in the area associated to the Fracking proposals. Whilst not objecting to construction of this proposal, LCC Highways do consider that a Construction Traffic Management Plan (CTMP) would be beneficial to manage the impact of the construction traffic on the highway network. A condition requiring approval of a CTMP is suggested.

Whilst the highway concerns of residents is noted, in light of the LCC Highways and Highways England assessment it is considered that the development provides for a safe and suitable access and that impact on the network would not be severe, in accordance with the development plan and NPPF.

Parking:

The planning application is made in outline form with detailed assessment of parking provision being reserved for subsequent application. Policy HL2 and TL5 require that residential development provides for appropriate car parking and it is expected that any subsequent reserved matters application is compliant with these Policies.

Flood Risk and Drainage

The site falls entirely within flood zone 1, as defined on the Environment Agency's Flood Map. Since the site is over 1 hectare in area, a Flood Risk Assessment (FRA) has been submitted with the application, this also incorporates an Outline Drainage Strategy Report.

Paragraph 100 of the NPPF states that *"inappropriate development in Flood Zones 2 and 3 should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere"*. Policy EP30 states that development will not be permitted which would be subject to an unacceptable risk of flooding or create an unacceptable increase in the risk of flooding within the development site, or elsewhere. Policy EP25 stipulates that development will only be permitted where foul sewers and sewerage treatment facilities of adequate design and capacity are available to meet additional demand or their provision can be secured as part of the development. Policies CL1 and CL2 of the SV reflect EP25 and EP30, and encourage use of sustainable urban drainage systems.

Residents have raised concern with regards to the inadequacy of existing infrastructure and reported flood issues as a consequence to properties on Copp Lane.

The FRA confirms that the site is located within Flood Zone 1, defined as being as very low risk of flooding. Further to this, it is reported that the site is not considered vulnerable to fluvial flooding from adjacent watercourses or the River Wyre. Members should note that the detailed drainage design cannot be determined until reserved matters stage, though an indicative drainage strategy has been outlined in the FRA which refers to attenuated based SuDS (detention basin) discharging into an existing ditch to the northern boundary of the site.

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

Ecology

The site has no specific nature conservation designation in the adopted or emerging Local Plan, though is within a Site of Special Scientific Interest (SSSI) impact risk zone associated with the Wyre

Estuary SSSI.

Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Paragraph 118 states that local planning authorities should aim to conserve and enhance biodiversity, refuse consent if significant harm resulting from a development cannot be avoided, and opportunities to incorporate biodiversity in and around developments should be encouraged.

Policy EP15 indicates that development affecting the integrity of a designated European Site will not be permitted. Policy EP16 states that development proposals within or likely to prejudicially affect SSSIs will not be permitted unless damaging impacts on the nature conservation interest of the site can be appropriately avoided or mitigated. Policy EP18 encourages the retention/replacement of existing natural features and the introduction of additional features as part of the development in order to provide biodiversity enhancements. Policy EP19 identifies that development which would have an adverse impact upon species specifically protected under schedules 1, 5 or 8 of the wildlife and countryside act 1981, (as amended) or their habitats will not be permitted. Policies ENV1 and ENV2 of the SV reflect this current policy position.

An Extended Phase 1 Habitat Survey and EDNA Survey have been submitted with the application. The surveys conclude that existing habitats on site provide foraging and/ or breeding opportunities for a variety of species, but the habitats are relatively common and widespread in the locality. Loss of such habitat is not considered to have a significant impact on the ecological value of the area. It is recommended that habitats of higher value (pond, trees, hedgerow) are retained. Impact to protected species is considered negligible.

The consultant Ecologist agrees with the report findings, stating that the site is of low ecological value, but does recognise the importance of the pond and small woodland habitats to the north of the site and hedgerow. The pond and woodland habitats are indicated for retention on the indicative layout, some of the hedgerows will be lost and replacement planting should be included with any reserved matters submission. Retention and replacement of these habitats should be conditioned for incorporation into the final layout where necessary. Conditions requiring works outside of the bird nesting season and biodiversity enhancement are also advised.

The new access arrangement and request for footpath widening on Copp Lane from LCC Highways is likely to result in removal of the hedgerow adjacent to Copp Lane. Given the highway safety benefits of the footpath widening, loss of the hedgerow is supported, however, to compensate replacement hedgerow adjacent to the new footpath must form part of the overall landscaping submission for the development. This can be controlled by condition.

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

Trees

There are a number of trees on the site which afford amenity value to the locality, though are not

protected by Tree Preservation Order. Policy EP12 states that trees and hedgerows which individually or in groups make a significant contribution to townscape or landscape character will be protected. Policy GD7 of the SV seeks to protect existing landscape features.

The application is supported by a Tree Survey which indicates that the majority of trees to the site periphery are to be retained within the development. Three trees are proposed to be felled to the southern boundary adjacent to Highbury Gate, which do afford amenity value and should be incorporated into the final layout if possible. Notwithstanding, loss could be supported subject to replacement planting which would be expected as part of the landscaping of the development.

Heritage

A barn located to the rear of Chapel Farmhouse situated to the corner of Copp Lane is Grade II Listed. According to the Historic England web site, the property is a *'Cruck- framed barn, probably C17. Cobble, clat-and-clay, and brick walls, corrugated sheet roof. Small 3-bay building. Wagon doorway to middle bay, wall to the right of this of exposed clat and clay on a cobble base, vertical outside but heavily battered inside; left gable wall partly of cobble, other brick. Interior; 2 full cruck trusses damaged by fire c.50 years ago and now terminating above the collars; padstones and spurs survive but other parts of the frame have been altered, removed or replaced.'* However, this property has largely been rebuilt in recent years and so its architectural and historical significance is substantially reduced.

Paragraphs 132 and 133 of the NPPF make clear than any development causing substantial harm or total loss to the significance of a designated heritage asset (including its setting) should be refused, other than in exceptional circumstances. This approach is supported by FBLP Policy EP4 and ENV5 of the SV which states that development which would harm the setting of a listed building will not be permitted.

The Grade II heritage asset is located approximately 80m to the south, on a similar land level to the application site. There are glimpsed views from Plot 1 of the Listed Building, however there are a number of intervening dwellings with landscaped curtilages which currently dilute the setting of the Listed Building. The presence of additional properties within this locality would not unacceptably impinge on this existing situation to any greater extent, particularly given the recent works at the property.

On this basis it is not considered that the development would not have any harmful impact, nor would it diminish significance on the setting of the listed heritage assets, in accordance with the development plan and NPPF.

Other issues

Open space:

Policy TREC 17 of the FBLP and ENV4 of the SV supports new residential development subject to the provision of amenity open space (including facilities for children's play where appropriate) in accordance with standards relevant to the number of bedrooms within each dwelling provided. The outline nature of the application means that there can be no clarity on this matter, however the illustrative layout shows a large proportion of public open space within the development.

There is one equipped play area (EPA) serving the needs of Elswick residents, located to the south of the Village on Roseacre Road, and is approximately 490m from the application site. Some existing residents must walk a greater distance to access the facility. This is a substantial distance for families of the development to walk in order to gain access to this facility, provision of such within the

scheme would therefore be of benefit to prospective occupants, as well as existing residents. There is sufficient space within the POS to accommodate a play area, such as a Local Area for Play (LAP), and given the lack of facilities within walking distance, the requested is considered justified.

Affordable housing

Paragraph 50 of the NPPF requires affordable housing to be provided where needs have been identified. Policy H4 of the SV requires a 30% provision of affordable housing in new development, being based on The Fylde Coast SHMA 2014 which sets out the need for affordable housing in the Borough.

The Council's Strategic Housing team have commented on the application and support the development subject to provision of 30% affordable housing on the site. Given the Village location of the development, on site provision is considered necessary and appropriate and will be secured by Section 106 Legal Agreement.

Education

It is expected that development provides for any identified shortfall in local education provision. Policy CF2 of the FBLP and INF2 are of relevance and place such a requirement on development.

The response from LCC Education confirms that there is a shortfall of secondary school capacity and that the development will be required to provide a financial contribution equivalent to 4 secondary school places of £85,693.08. This amount is based on the revised scheme of 24 dwellings. The contribution will be used to provide additional Secondary places at Kirkham Carr Hill High School and will be required by Section 106 Legal Agreement.

It should be noted that there is no requirement for contribution toward primary school provision since there is sufficient capacity within existing schools to cater for the demand created.

To ensure consistency with the Community Infrastructure Levy regulations, the County Council confirms that there are already 5 secured Section 106 pooled against Carr Hill High School & 6th Form Centre. However, please note that LCC have requested that a deed of variation be agreed for one of these Section 106s to remove this pooling option and reduce the number of pooled infrastructure projects sealed against Carr Hill to 4. This deed of variation would need to be agreed prior to the sealing of a S106 for this development. To enable opportunity for discussion of this matter post resolution by the PLanning Committee, it is requested that Members resolve that contributions be toward that specified, or such other education institution the Head of Planning and Regeneration in consultation with the Local Education Authority considers appropriate.

Conclusions

The development falls outside the settlement boundary of Elswick, representing encroachment into the countryside and is therefore contrary to Policy SP2 and GD4, which act to restrict development within such areas to agriculture, horticulture, forestry or other uses appropriate to a rural area only.

The Council has a reported 5.58 year housing supply, though this figure is yet to be tested at the Public Examination and could alter. Elswick is designated as a Tier 2 Rural Settlement in the SV, capable of sustainably accommodating 50 dwellings over the plan period. When added to committed development this proposal would not exceed the 50 unit target of this emerging policy. There is one other application for 9 dwellings on land to the West of West View Elswick (16/1038), recommended for refusal to this Planning Committee, which would result in exceedance of the 50 unit threshold by 5 dwellings if both were to be approved. Like the supply figure, the Tier 2

designation of Elswick is to be scrutinised at the Public Examination and may change. Moderate weight should therefore be applied to the interim supply and Tier 2 status policies. It is also considered that sustainable housing development should be supported in order to maintain a 5 year supply, irrespective of location, failure to do so would increase risk of the Council not being able to demonstrate a 5 year supply in the future. Therefore, the principle of housing development should not be resisted in the Countryside Area providing that it is sustainable in all other respects and that no other demonstrable harm would arise as a result.

The proposed development, would result in an expansion of the village in the order of approximately 5% (10% including committed development and 12% if including the West View scheme on this Committee Agenda) in a location on the edge of the settlement boundary which relates well to the existing built-up edge of Elswick and existing shops, services, and public transport facilities available within the village. Accordingly, the scheme is considered sustainable and would not result in the introduction of isolated homes in the countryside. Nor would it have any significant adverse effects on landscape character or quality and appropriate mitigation can be introduced as part of the scheme in order to minimise impact. The development would not result in any significant loss of the Boroughs best and most versatile agricultural land and there are no other landscape designations to restrict its development for housing.

Whilst the development would result in encroachment into the countryside, it would make a valuable contribution to the delivery of new housing in the Borough with the added benefit of 30% affordable housing on the site. Therefore, on balance, it is considered that the benefits arising as a result of the development outweigh the limited harm which has been identified in visual and landscape terms and, accordingly, that the principle of development is acceptable.

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

The proposed development is therefore in accordance with the requirements of the relevant policies of the National Planning Policy Framework and the Development Plan.

Recommendation

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

- provision, retention and operational details for 30% of the proposed dwellings to be affordable properties.
- a contribution and phasing of its payment towards addressing the shortfall of secondary education capacity to serve the occupants of the development. This is expected to be £85,693.08, to provide 4 secondary places at Kirkham Carr Hill High School and 6th Form (**or such other education institution the Head of Planning and Regeneration in consultation with the Local Education Authority considers appropriate**), with the agreement also clarifying the phasing of its payment.
- a contribution of £50,000, payable prior to occupation of the 12th dwelling on the site, towards enhancements of the local bus services to serve the village and provide

connections to neighbouring settlements.

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 that demonstrates that the payment of some, or all, of these would render the development to be unviable.

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

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

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

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

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

3. This permission relates to the following plans:
 1. 'Pro Map' Location Plan.
 2. 'Proposed Site Plan' drawing number 5163-006 revision F.

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

and the following Supporting Information:

1. JWPC Planning Support Statement.
2. PDS Design Transport Statement (ref: T2362 rev O, September 2016).
3. Haycock & Jay Associates Extended Phase 1 Habitat Survey (ref: JWP025, June 2016).
4. Haycock & Jay Associates EDNA Survey for Great Crested Newts (ref: JWP027, 29th July 2016).
5. LK Consult Limited Flood Risk Assessment and Outline Drainage Strategy (ref: FRA 16 1034, November 2016).

Reason: The application is granted in outline only in accordance with the provisions of Article 4 of

the Town and Country Planning (Development Management Procedure) Order 2015. Access has been applied for and any application for reserved matters must be in accordance with and/or not exceed the parameters established as part of this permission.

4. Any application which seeks approval for the reserved matter of layout pursuant to condition 2 of this permission shall accord with the parameters shown on amended drawing number 5163-006 revision F 'Proposed Site Plan' in respect of:
- the developable areas of the site.
 - the areas to be laid out as public open space.

Reason: To ensure that any application for the approval of reserved matters accords with the parameters shown on the masterplan with respect to the developable and non-developable areas of the site in the interests of ensuring a pattern and layout of development which is sympathetic to the character and setting of the site and to minimise the development's visual impact on the surrounding landscape, in accordance with Policies HL2 and EP11 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

5. Any application which seeks approval for the reserved matter of landscaping pursuant to condition 2 of this permission shall provide for a development which demonstrates compliance with the principles of the landscape strategy indicated on 'Proposed Site Plan' drawing number 5163-006 revision F. The scheme shall include, but not be limited to, the following details:

1. retention of pond, existing trees, hedgerows and other vegetation on/overhanging the site.
2. a compensatory planting scheme to replace any trees or hedgerows to be removed as part of the development. This shall include provision of a replacement hedgerow located adjacent to the widened footpath on Copp Lane.
3. the introduction of a landscape buffer, public open space and play area to the north of the built form proposed.
4. the introduction of additional planting within the site which forms part of the internal development layout and does not fall within (1) to (3).
5. the type, size, species, siting, planting distances and the programme of planting of hedgerows, trees and shrubs.

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

Reason: To ensure that a suitable landscaped buffer is introduced between the site and adjoining land in order to soften the development's visual impact on the open countryside, and to ensure the introduction of appropriate compensatory landscaping and habitat replacement as part of the development, in accordance with Policies HL2, EP10, EP12, EP14, EP18, EP19 and TREC17 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

6. The reserved matters submission shall make provision for widening of the existing footpath on Copp Lane adjacent to the complete western boundary of the application site to 2m, including the connections to the existing footways at either end of this improved extent, the appropriate surfacing of the footway, the re-planting and on-going maintenance of a replacement hedgerow and the phasing of these works.

Reason: To improve highway safety and ensure the efficient and convenient movement of all

highway users, in accordance with Policy HL2 of the adopted Fylde Borough Council Local Plan (October 2015).

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

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

8. Prior to the commencement of development a scheme to confirm the foul water drainage arrangements along with the provision of any associated infrastructure such as pumping stations shall be submitted to and approved in writing by the Local Planning Authority. This foul drainage shall be on a separate system to any surface water drainage. The approved scheme shall be implemented as part of the development and maintained thereafter.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policies EP25 and EP30 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

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

Those details shall include, as a minimum:

1. Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD.
2. The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate.
3. 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).
4. Flood water exceedance routes, both on and off site.
5. A timetable for implementation, including phasing as applicable.
6. Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates.
7. Details of water quality controls, where applicable.

The scheme shall be implemented in accordance with the approved details prior to first occupation

of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

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

10. None of the dwellings hereby approved shall be first occupied until details of a management and maintenance scheme for the surface water drainage system to be installed has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover the full lifetime of the drainage system and, as a minimum, shall include:
1. arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Residents' Management Company.
 2. arrangements concerning funding mechanisms for the ongoing maintenance of all elements of any sustainable drainage system (including mechanical components) to include details such as:
 - on-going inspections relating to performance and asset condition assessments;
 - operation costs for regular maintenance, remedial works and irregular maintenance of limited life assets; and
 - any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.
 3. means of access and easements for maintenance purposes;
 4. A timetable for implementation.

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

Reason: To ensure that satisfactory measures are put in place for the management and maintenance of any surface water drainage system throughout the lifetime of the development, to minimise the risk of flooding and to limit the potential for surcharging of the sewer network, in accordance with Policies EP25 and EP30 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

11. No development shall take place until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority to assess the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:
1. a survey of the extent, scale and nature of contamination
 2. an assessment of the potential risks to:
 - human health;
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes;
 - adjoining land;
 - groundwaters and surface waters;
 - ecological systems;
 - archaeological sites and ancient monuments.
 3. where unacceptable risks are identified, an appraisal of remedial options and proposal for the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local

Planning Authority before any of the apartments hereby approved are first occupied.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers, in accordance with Policy EP29 of the adopted Fylde Borough Local Plan (October 2005).

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

1. construction vehicle routes to and from the site.
2. arrangements for the parking of vehicles for site operatives and visitors.
3. details of areas designated for the loading, unloading and storage of plant and materials.
4. details of the siting, height and maintenance of any security hoarding.
5. wheel wash facilities.
6. measures for the control of noise, vibration and dust disturbance created during any on site works.

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

13. On site works and receipt of deliveries shall only take place between the hours of:

08:00 - 18:00 Monday to Friday.

09:00 - 13:00 Saturday.

No on site works on Sundays or Bank Holidays.

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

14. Prior to commencement of the development hereby approved, a detailed access design for the new priority junction to Copp Lane and improvements to the Highbury Gate/ Copp Lane junction, including provision of appropriate visibility splays of 2.4m x 43m in both directions, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved access scheme and retained thereafter.

Reason: To enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users, in accordance with Policy HL2 of the adopted Fylde Borough Local Plan (October 2005).

15. Prior to commencement of the development hereby approved, a scheme for the construction of highway works shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include the following:

1. Widening of the existing footpath fronting the application site on Copp Lane to 2m.
2. Gateway enhancement measures on Copp Lane, including improved road signage and road markings.
1. Bus stop improvements, including raised boarding area and road markings to the north bound stop on Copp Lane, and, relocation and improvement (raised boarding area and road markings) of the south bound bus stop on Copp Lane.

The approved scheme of off site highway works shall be implemented in accordance with a phasing plan that is to form part of the details submitted for agreement, and shall be retained thereafter.

Reason: To safeguard highway safety and ensure the efficient and convenient movement of all highway users, in accordance with Policy HL2 of the adopted Fylde Borough Council Local Plan (October 2015).

16. Prior to occupation of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to encourage alternative sustainable modes of transport by prospective occupants of the development. The approved Travel Plan must be implemented in full in accordance with the timetable within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied for a minimum of 5 years.

Reason: To encourage the use of sustainable modes of transport by prospective occupants of the development, in accordance with Section 4 (Promoting Sustainable Transport) of the National Planning Policy Framework.

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

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

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

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

19. Prior to commencement of the development hereby approved, an Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The content of the plan must include:

1. on site mitigation for any changes to the open water habitat on site, to include full design details for any alterations to the pond and continued management of this habitat.
2. replacement trees and hedgerows on the site.
3. enhancement and management of retained hedgerows and trees on or overhanging the site.
4. provision of bat and bird boxes within the development.
5. lighting scheme to avoid lighting to the pond and immediate surrounding vegetation.
6. a five year implementation and management plan.

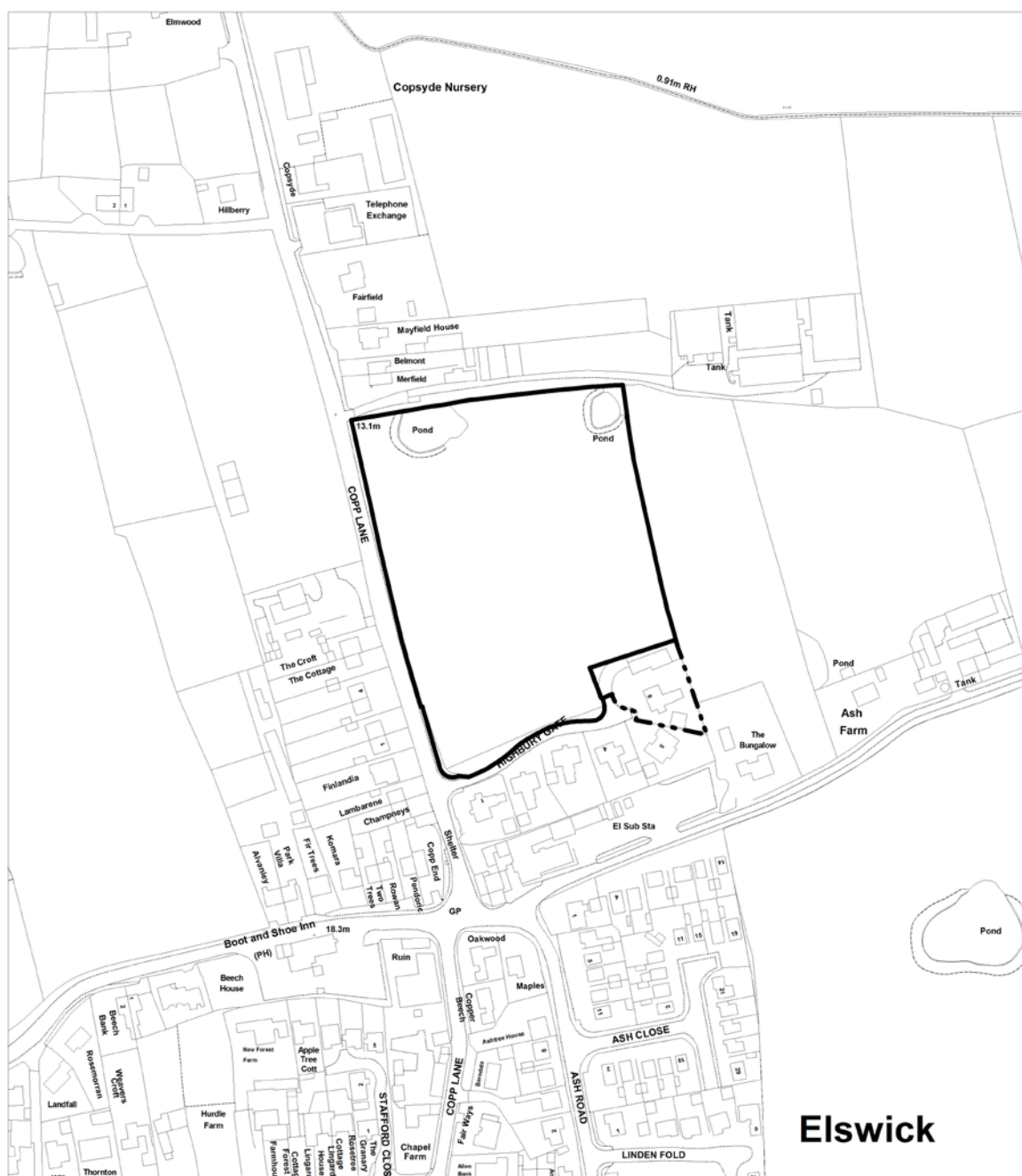
The approved planting will be implemented in accordance with the approved details during the first planting season after the development is substantially completed. Any trees or hedgerow removed, dying, being severely damaged or becoming seriously diseased within five years of

planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted. The approved bat/ bird boxes and lighting shall be implemented prior to last occupation of the development and be retained on the site in perpetuity.

Reason: To ensure adequate mitigation for the loss of habitat resultant from the development, in accordance with Policies HL2, EP18 and EP19 of the adopted Fylde Borough Council Local Plan as altered (October 2005) and the National Planning Policy Framework.

20. Prior to commencement of the development hereby approved, details shall be submitted to and approved in writing by the Local Planning Authority of the on-going maintenance of the communal areas of public open space, play area and amenity landscaping. The development shall thereafter be maintained in accordance with the approved schedule of maintenance.

Reason: To ensure that the development is implemented and maintained to a satisfactory degree into the future, in accordance with Policy HL2 and TREC17 of the adopted Fylde Borough Local Plan (October 2005) and with Policy ENV4 of the Submission Version of the Fylde Local Plan to 2032.



Elswick

Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/16/0846	Address Land north of High Gate and east of Copp Lane, Elswick	Grid Ref. E.3421 : N.4387	Scale 0 10 20 30 40 m

Item Number: 3

Committee Date: 28 June 2017

Application Reference:	16/0879	Type of Application:	Outline Planning Permission
Applicant:	Mrs Haasbroek	Agent :	Keystone Design Associates Ltd
Location:	6 VICTORIA ROAD, KIRKHAM, PRESTON, PR4 2BT		
Proposal:	OUTLINE APPLICATION FOR ERECTION OF 2 No. DWELLINGS WITH ACCESS AND LAYOUT APPLIED FOR AND OTHER MATTERS RESERVED		
Parish:	KIRKHAM NORTH	Area Team:	Area Team 1
Weeks on Hand:	32	Case Officer:	Claire Booth
Reason for Delay:	Design Improvements		

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

<https://www.google.co.uk/maps/@53.7817814,-2.8846568,277m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application seeks Outline approval including Access and Layout for the erection of two detached dwellings within the rear garden area of a detached dwelling located within the settlement of Kirkham.

The site's location provides good access to local schools, services, amenities, and public transport links and so the site is sustainably located. As a result, the principle of new dwellings in this locality is supported.

Residents' concerns have been addressed by adding a passing place in to the proposals, reducing the footprint of the dwellings, securing sufficient off road parking provision and safe turning and manoeuvrability within the site and by removing a detached garage from one of the dwellings. The local highway authority is satisfied that the highway safety impact of the proposals will not be severe.

The revised layout of the proposals illustrate dwellings which will reflect the scale and character of existing dwellings adjacent to the site which would not be out of character with the locality subject to their appearance which would be dealt with at Reserved Matters stage. The application is considered to comply with the relevant policies of the adopted and emerging development plan and accordingly is recommended for approval.

Reason for Reporting to Committee

The application is brought before Members for a decision as the officer recommendation conflicts with the objection received from Kirkham Town Council.

Site Description and Location

The application relates to the rear garden area of a detached dwelling located on a cul-de-sac called Victoria Road in the settlement of Kirkham.

The rear of the site borders Willows Lane which extends onto a green area surrounding St Johns Church, Grade II listed. The Willows R.C School exists at the end of the northern end of the cul-de-sac.

Details of Proposal

This is an outline application for two detached dwellings, dealing with matters of the principle of development, access and layout only as matters of scale, appearance and landscaping are reserved for future consideration.

Access to the garden site would be from Victoria Road via an existing access to a garage attached to the western gable of no.6. This garage would be removed to enable the proposed access which would run along the gable of the detached dwelling. Each of the dwellings would have two dedicated parking spaces. One of the dwellings would have an attached garage.

The proposals initially sought two 4 bedroom detached dwellings with garages which were orientated so that their rear garden areas faced towards the garden area of no. 8 Victoria Road. Due to concerns regarding inadequate access, turning and parking arrangements, over-development of the plot, and effect on the privacy of neighbouring dwellings, the LPA has negotiated with the applicants and their agent extensively to secure the following changes;

- The footprint of the properties has been reduced so that the properties would be no larger than 3 bed dwellings – the footprint of the dwellings would be 10.6m x 6.9m;
- The dwellings have been re-orientated so that they now face towards Willows Lane rather than the garden area of no. 4 Victoria Road;
- Due to the reduction in footprint of the dwellings a greater amount of private amenity is proposed;
- Each property is shown to have two parking spaces; and,
- A passing place has been included along the access road.

The indicative details submitted indicate that the principal elevations of the dwellings will face towards Willow Lane, with vehicular access and parking to the dwellings being at the rear

Relevant Planning History

Application No.	Development	Decision	Date
00/0244	OUTLINE APPLICATION FOR ERECTION OF DETACHED BUNGALOW WITHIN GARDEN AREA	Granted	17/05/2000
74/0269	GAMES ROOM.	Granted	17/07/1974

Relevant Planning Appeals History

None

Parish/Town Council Observations

Kirkham Town Council notified on 17 November 2016 and comment on the original proposal:

“Object on the grounds that this development is over extensive for the site and raises concerns about access and egress considering its close proximity and being on the main route to the school.”

A re-consultation was undertaken on the revised plans with the comments made on 7 June 2017 being:

“Kirkham Town Council recommend refusal of this application based on the access and egress on a narrow, already congested road with limited visibility which provides access to the school. Development of two houses on a small site is over intensive.”

Statutory Consultees and Observations of Other Interested Parties

Lancashire County Council - Highway Authority

Comments on Initial Scheme

The level of traffic generated by this proposal would not have any material impact on highway capacity.

I have concerns regarding the proposed width of the access. The proposed driveway is narrow (stated to be 3.6m) with no passing places and direct access onto Victoria Road. Victoria Road has a carriageway width of 5.5m with footways of 2m on each side. Victoria road is a cul-de-sac with a Primary School at its further most point, with significant levels of pedestrian movements related to the school

There is a potential conflict between reversing vehicles and pedestrians at the access point. The proposed access should be able to facilitate two vehicles passing each other without one vehicle needing to reverse back over the footway and onto Victoria Road to allow another vehicle to exit. The proposed driveway would need to be widened at the access point to at least 5m for a minimum of 5m from the back edge of the adopted footway. All works within the adopted highway would need to be carried out under a section 184 agreement.

Taking the concerns highlighted above into consideration the Highways Development Control Section objects to the proposed development in its current form on highway safety grounds.

Comments on Revised Scheme now under Consideration

The Highway Development Control Section does not have any objections regarding the proposed 2 dwellings and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

The level of traffic generated by this proposal would not have any material impact on highway capacity.

The amended plan provides acceptable parking levels and access arrangements.

United Utilities

No objections, subject to conditions.

Neighbour Observations

Neighbours notified:	17 November 2016
Amended plans notified:	17 May 2017
Site Notice:	14 December 2017
Number of Responses	13 representations from the occupiers of eight dwellings
Summary of Comments	All comments raise objection and cover the following points:

Highway Safety

- The access is on to a narrow cul-de-sac with a primary school at one end. More cars on to the cul-de-sac will be dangerous.
- Advise that there is already a traffic problem on this road from parents bringing children to and from school. Two more dwellings, including vehicles accessing the site during the construction phase will make matters worse.
- Parking will be displaced on to the cul-de-sac which poses a danger to highway users including children and parents accessing the primary school.
- Note that this is a very busy road and additional dwellings will add to highway safety concerns.
- The proposed property to the North of the development the driveway would appear unusable due to the lack of space for manoeuvring
- Occupiers of Willows Lane and Kirkham Road raise concerns over access to the site and advise that there should not be any access to the site via Willows Lane, as this is an unmade private access only road and parking for the properties is along the lane. It is requested that this be conveyed to all building contractors, should the development go ahead, with a request that No Access to Site Vehicles notices be posted at the entrance to Willows Lane.

Design

- Concerned that the plot is being over-developed.

Other Matters

- Questions why more housing is needed when large housing developments are taking place ¼ mile away on Blackpool Road, within Wrea Green and within Wesham.
- Raises concerns regarding the noise of building works with delivery lorries and cement mixers etc.

Relevant Planning Policy

Fylde Borough Local Plan:

SP01	Development within settlements
HL02	Development control criteria for new housing proposals
EP11	Building design & landscape character

EP14	Landscaping of new developments
EP25	Development and waste water

Fylde Local Plan to 2032:

S1	Proposed Settlement Hierarchy
DLF1	Development Locations for Fylde
INF1	Service Accessibility and Infrastructure
H1	Housing Delivery and the Allocation of Housing Land
GD1	Settlement Boundaries
GD7	Achieving Good Design in Development
H2	Density and Mix of New Residential Development
CL2	Surface Water Run-Off and Sustainable Drainage

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 main issues to consider are the principle of additional dwellings in this location, highway safety, whether the development would be in keeping with the character of the locality in terms of scale, siting, space around buildings, density, materials and design, together with any effect on the amenity and privacy of neighbouring properties.

Principle of development

Saved Policy HL2 of the adopted Plan requires new development to be *“in a sustainable location having regard to the local availability of shops, schools, employment sources, public transport and other community facilities,”*

In respect of emerging policy, Policy S1 - ‘The Proposed Settlement Hierarchy’ of Fylde Local Plan to 2032, Kirkham is defined as one of the boroughs Key Service Centres. It is therefore envisaged that the majority of new housing development will be directed to these Key Service Centres.

The property and its garden area is located within the defined settlement limit of Kirkham. The area is considered to have good access to local schools, services, amenities, and public transport links. The area is considered to be sustainably located, therefore, the principle of new dwellings in this locality is supported subject to the other D.C criteria being met.

Access, highway and parking considerations

The definitions for all the ‘matters’ is laid out in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. ‘Access’, this is defined as: *“the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.”*

The Framework advises that planning decisions should take account of whether opportunities for sustainable transport modes have been taken up depending on the nature and location of the site

and safe and suitable access to the site can be achieved for all people. Paragraph 32 of the Framework confirms that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

Relevant policies within the adopted Local Plan, Policy HL2, seek to ensure that new development: "would have satisfactory access and parking and would not have effect on the safe and efficient operation of the highway network ..."

The development shows access off Victoria Road, a residential cul-de-sac with The Willows R.C School located at its northern end. Vehicle access to Victoria Road is from the B5259 Ribby Road.

The County Highway Authority initially viewed the proposal and raised objections to the proposals due to the lack of off-street parking provision, and that a passing place had not been provided along the access. Extensive discussions have taken place to overcome these concerns. The footprint of each of the dwellings has been reduced, a detached garage has been deleted, and a passing space has been included along the access. The Highway Authority has reviewed the amended proposals and raises no objections, subject to conditions being imposed relating to the construction phase being managed, highway works being completed before commencement of development, on site wheel cleaning, parking and manoeuvring space to be available before the dwellings are occupied and that the garage be used for no other purpose than parking.

The development resulting in two additional dwellings within a residential area is not considered to give rise to significantly greater levels of vehicle movements and the proposed layout allows vehicles to enter, turn and leave the site in a forward gear. Furthermore, the proposal details two off-street parking spaces per dwelling, which are indicated to be three bed properties. This accords with the Highway Authority's adopted parking standards and, therefore, the proposed development is not considered to give rise to any unacceptable levels of on-street parking pressures. As such, subject to the above mentioned conditions, this application complies with criterion 9 of Policy HL2 of the Fylde Borough Local Plan (October 2008) and criterion i. and p. of Policy GD7 of the Fylde Local Plan to 2032 (Submission Version).

Effect on street scene and visual amenity

The Matter of 'Layout' is defined as: *"the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development."*

Criterion 2 of saved Policy HL2 requires development would be in keeping with the character of the locality in terms of scale, space around buildings, materials and design.

Criterion c. of Policy GD7 of the emerging Plan requires new development to be of a high standard of design, taking account of the character and appearance of the local area, including, amongst other things: *"Ensuring the siting, layout, massing, scale, design, materials, architectural character, proportion, building to plot ratio and landscaping of the proposed development relates well to the surrounding context."*

In terms of how the development fits in with the locality, Willows Lane, does not have a distinct character in terms of the scale, design, siting of dwellings located therein by the fact that there are merely one pair of semi-detached dwellings fronting Willows Lane, together with a bungalow on one corner of Ribby Road/Willows Lane. The introduction of two three-bed detached dwellings, therefore, at the northern part of Willows Lane, would not, therefore, be out of character with the locality subject to their appearance which would be dealt with at Reserved Matters stage. Whilst

the dwellings would be sited slightly further forward than the adjacent dwellings (approximately 3.3m) again it is not considered that this would have an adverse effect on the character of the locality.

Effect on the setting of designated heritage assets

An important consideration in the assessment of this application is the Planning (Listed Buildings and Conservation Areas) Act 1990 given the rear of the site overlooks land surrounding St John's R.C Church, a Grade II listed building. Section 66(1) of the Act states that in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority 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 existing built up area of the locality is on the east side of Willows Lane. The proposed new dwellings will also be sited on the eastern side of Willows Lane within an existing garden area. Due to the Church being bordered by deciduous trees (protected by a Woodland Tree Preservation Order), the proposed siting of the dwellings will have a negligible effect on the setting of the designated heritage asset.

Residential amenity

In respect of layout and its impact on amenity, the two dwellings have been re-designed so the distance from first floor windows to first floor windows will be between 17m and 21 metres. These distances will ensure that future occupiers of the dwellings will have a good standard of amenity. All dwellings will have rear garden areas and parking to the side or front.

In assessing the amenity and privacy of neighbouring properties, the proposed dwelling would be sited so as to provide a rear garden area of 8.5m - 9.0m. However, the nearest point of the main part of the existing dwelling no. 6 Victoria Road is some 21.33m away. Given the normal requirement to provide a back to back distance of 21m, this proposal complies with that requirement. However, there is a fairly substantial extension (a games room), attached to the rear of no. 6 Victoria Road which is merely 5m from the boundary of the proposed dwelling. Given that the main habitable part of the dwellings at their closest is some 19.7m away, and the games room extension on the rear of the property would be removed to provide the necessary parking provision, there would be no loss of impact, or insufficient spacing around the properties as a result of the proposed dwellings.

Concerns have been raised by the occupiers of a detached property located adjacent to the northern boundary of the site concerning overlooking and the distances from the new dwellings to their rear habitable room windows. Given this is an outline application only we do not know what the internal layout of the dwellings will be. However, we do know that the nearest dwelling to the shared boundary with no.8 Victoria Road would be approximately 16.0 metres. At this distance, the use of obscure glass in the first floor window nearest to the shared boundary, would be needed to prevent overlooking and loss of privacy. Depending on the proposed boundary treatments, which will also be assessed at Reserved Matters stage, it may be that the ground floor window nearest the shared boundary also needs to be obscure glazed.

In respect of the neighbours located adjacent to the southern boundary of the site. This property has no openings within its gable. The siting of the dwelling nearest to the south boundary of the site would be located approximately 2.5m forward of the principal elevation of the adjacent dwelling, 'York-Berne'. The dwelling nearest to this boundary is to have an attached garage. Provided this garage element is single storey, it is highly likely the siting of the dwelling would not harm the amenity of these residents. Whist the approval of this application will approve the layout

of the dwellings, the appearance of the dwellings will be secured during a Reserved Matters application.

Flood Risk and drainage

The site is located within flood zone 1 (low probability of flooding) but within an area susceptible to surface water flooding. The proposal would likely generate increased run-off that needs to be controlled on site as not to increase the risk of flooding elsewhere.

The proposal provides no details of the drainage of the site, however, United Utilities raise no objections to the proposals, subject to conditions relating to the use of a Sustainable Urban Drainage Scheme. Details permeable areas of hardstanding and drainage from the roofs of the proposed dwellings would be covered by Building Regulations. To ensure the onsite drainage is appropriate and not increase the risk of flooding to people and property a condition is recommended for details of on-site drainage to be submitted and agreed.

Subject to agreed details, the proposed development is not considered to increase the risk of flooding to people and property, in accordance with Policy EP25 of the Fylde Borough Local Plan (October 2008), Policy CL2 of the Fylde Local Plan to 2032 (Submission Version) and the advice contained within the NPPF.

Conclusions

The proposals seek Outline permission, including access and layout, to erect two detached dwellings in the rear garden area of a detached dwelling located within the defined settlement of Kirkham.

The site is suitably located in respect of its access to services, amenities, and public transport links. New dwellings in this location would therefore be sustainably located.

The LPA's and local residents highway safety concerns given the proximity of the site to the primary school has been addressed by revising the plans to secure a safe access, sufficient off road parking provision and suitable manoeuvring space within the site to enable cars to enter and leave the site in a forward gear. Subject to inclusion of the conditions required by the Highway Authority, the effect of the proposals on the local highway network and pedestrian and vehicular safety would not be severe.

The layout of the two detached dwellings, indicates that sufficient parking and private amenity space would be provided.

Due to the principle of development being acceptable, the access and parking provision being acceptable and the layout of the dwellings being acceptable, along with the proposal also contributing to the boroughs housing supply, it is considered that the proposal, subject to the necessary conditions, is acceptable. Accordingly, it is recommended that the proposal be conditionally approved.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. Application for 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: (i) the expiration of three years from the date of this permission; or (ii) two years from the date of approval of the last of the reserved matters to be approved.

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

2. 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:

Reserved matters are:-

1. Scale
2. Appearance
3. Landscaping, including details of boundary treatments

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

3. This permission relates to the following plans:

Approved plans:

- Site Location Plan - Dwg. No. A016/168/S/10 Rev. A; and,
- Proposed Site Access and Layout - Dwg. No. A016/168/P/14 Rev.F, received 21/04/2017.

Any application for approval of reserved matters submitted pursuant to condition 2 of this permission shall accord with the outline permission insofar as it relates to the access, the maximum number of dwellings and their layout, and the site area.

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

4. No part of the proposed development shall be occupied until the passing place identified on Drawing No. A016/168/P/14 Rev.F and all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 184 agreement, under the Highways Act 1980.

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

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

- a. The proposed times construction works will take place
- b. The parking of vehicles of site operatives and visitors
- c. Loading and unloading of plant and materials
- d. Storage of plant and materials used in constructing the development
- e. The location of the site compound
- f. Suitable wheel washing / road sweeping measures
- g. Appropriate measures to control the emission of dust and dirt during construction

- h. Appropriate measures to control the emission of noise during construction
- i. Details of all external lighting to be used during the construction
- j. A scheme for recycling/disposing of waste resulting from construction works

Reason: In the interest of highway safety and to safeguard the amenities of neighbouring properties.

6. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) Order 1995 and the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.

Reason: To allow for the effective use of the parking areas in the interests of highway safety.

7. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

8. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

9. Prior to the commencement of the development hereby approved, details of the boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be provided prior to the occupation of the dwellings and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide an appropriate finished appearance of the development and to maintain an appropriate level of privacy between dwellings.

10. Prior to the commencement of any development details shall be submitted to and approved in writing by the Local Planning Authority of the existing and proposed ground levels across the site, and the proposed Finished Floor Levels of the proposed dwellings. The development of the site shall be undertaken in accordance with these approved details unless any deviations are submitted to and agreed in writing by the Local Planning Authority prior to the commencement of construction of the plot in question.

Reason: To ensure the site is constructed with a satisfactory appearance in the area and with a satisfactory affect on neighbouring properties.

11. Notwithstanding the provisions of Schedule 2, Part 1, Classes A - H of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), the dwellings hereby approved shall not be altered or extended, and no buildings or structures shall be erected within its curtilage.

Reason: In order to prevent overdevelopment of the site, to ensure that satisfactory provision of outdoor amenity space for the dwellinghouses is maintained, to ensure sufficient off road parking provision is maintained and to safeguard the amenities of the occupiers of adjacent dwellings.

12. Before each dwelling hereby approved is first occupied, a scheme for the design, construction (including surface treatment) and drainage of its associated parking areas shall be submitted to and approved in writing by the Local Planning Authority. The parking areas shall be constructed in accordance with the duly approved scheme before each associated dwelling is first occupied, and retained as such thereafter for the parking of vehicles.

Reason: In order that there is adequate provision for vehicles to be parked clear of the highway, to ensure appropriate surface treatment of parking areas and that satisfactory provisions are made for the disposal of surface water.

13. Prior to first occupation of the dwellings the single storey extension to the rear of 6 Victoria Road, identified by dotted lines on Dwg. No. A016/168/P/14 Rev.F, shall be removed to enable the car parking spaces indicated on the approved drawing to be laid out and utilised.

Reason: To ensure that sufficient off-road parking provision is provided for the two dwellings and an adequate level of garden area remains for the occupants of 6 Victoria Road.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/16/0879	Address 6 Victoria Road, Kirkham	Grid Ref. E.3418 : N.4320	Scale 0 6 12 18 24 m

Item Number: 4

Committee Date: 28 June 2017

Application Reference:	17/0092	Type of Application:	Full Planning Permission
Applicant:	Kepak Kirkham Ltd	Agent :	JYM Partnership LLP
Location:	KEPAK, ST GEORGES PARK, KIRKHAM, PRESTON, PR4 2DQ		
Proposal:	EXTENSION TO REAR (EAST) OF INDUSTRIAL UNIT INCLUDING ERECTION OF 23 METRE HIGH EXTRACTION CHIMNEY AND INSTALLATION OF CO2 TANK		
Parish:	KIRKHAM NORTH	Area Team:	Area Team 1
Weeks on Hand:	19	Case Officer:	Ruth Thow
Reason for Delay:	Further information awaited from applicant		

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

<https://www.google.co.uk/maps/@53.7859149,-2.8899621,277m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application site is the existing Kepak factory which is located on the St Georges Employment Area in Kirkham. The factory produces burgers, and this application is for a high bay extension to the rear of the premises with the provision of an additional 23 m high chimney associated with the installation of a second 'cook line' to help cater for an expansion of the existing food production and distribution business undertaken at the site.

The application has raised some local concerns over the environmental issues in respect of the nature of emissions from the chimney, and visual impacts from then scale of the extensions. Since these concerns were first raised the applicant has provided further evidence regarding the emissions to satisfy the relevant regulatory bodies. The visual impact has also been carefully assessed through visits to a number of the neighbouring dwellings. These issues are considered to be acceptable, and with the development also involving the expansion in the scale and employment at a local business that is located on an allocated employment area it is considered that the planning balance is in favour of support for the application.

Accordingly, Members are recommended to approve the application.

Reason for Reporting to Committee

The application is on the agenda as the Head of Planning and Regeneration believes that the level of public interest in the application through attendance at the public meeting was such that it should be determined at Committee, and that this would be consistent with the previous application for a chimney at the site.

Site Description and Location

The application site is 'Kepak', St. Georges Park, Kirkham. The premises consists of several large industrial buildings and a two storey brick office building. The site is in use as a food manufacturing and distribution business situated within an area which has mix of industrial, commercial and residential uses together with a public house. The wider area also provides a mix of industrial business and residential.

The Kepak site falls within an area designated as Existing Industrial Areas on the Fylde Borough Local Plan, as altered October 2005 and this designation is carried forward on the submission version of the Local Plan to 2032.

Details of Proposal

This application seeks permission for extensions to the existing factory and the erection of an additional chimney of 23 metres in height to provide further extraction capabilities for the cooking processes as a consequence of the proposed expansion of the products currently manufactured on site.

The extensions are to be located to the rear of the existing units on the east side of the building and provide for two 'fume scrubber' units and a tank room to the north side the existing freezer building with a link corridor provided to the south side.

The larger extension measures 22.38 metres in rearward projection by 43.15 metres with the corridor measuring 2.38 metres by 15.97 metres. The eaves and ridge of the building will be as the existing building at 12.6 metres and 13.5 metres high respectively with the materials of construction proposed to be grey steel cladding to match those of the existing units.

Relevant Planning History

Application No.	Development	Decision	Date
16/0931	ADVERTISEMENT CONSENT FOR ONE STATIC NON-ILLUMINATED STONE NAME SIGN	Granted	13/12/2016
15/0546	APPLICATION FOR NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 14/0188 FOR THE LOCATION OF THE CHIMNEY AND CHIMNEY COLOUR	Granted	14/10/2015
14/0788	PROPOSED SINGLE STOREY BUILDING TO REAR OF FACTORY TO HOUSE WATER SOFTENER FACILITY WITH ASSOCIATED SALT TANKS	Granted	08/12/2014
14/0188	PROPOSED ERECTION OF AN EXTRACTION CHIMNEY TO A HEIGHT OF 23 METRES SITUATED TO REAR OF FOOD PRODUCTION PLANT.	Granted	12/05/2014
13/0540	PROPOSED ERECTION OF SINGLE STOREY SERVER ROOM ADJACENT TO MAIN ENTRANCE	Granted	08/10/2013
93/0027	MODIFICATION OF CONDITIONS	Granted	24/02/1993

	1,3,4,5,11,13,14,15,16 ON APPLICATION NO. 5/92/0485 FOR CRISP HEADQUARTERS.	
92/0485	RESERVED MATTERS ON APP. 5/89/0087: Granted	10/12/1992
	HEADQUARTERS, PRODUCTION AND WAREHOUSING FOR CRISP FACTORY	

Relevant Planning Appeals History

None

Parish/Town Council Observations

Kirkham Town Council notified on 17 February 2017. They initially asked that the decision on the application be deferred to allow a meeting of residents and Kepak representatives to be arranged so that any concerns with the proposal could be aired. This took place in March and as a consequence further information was received from Kepak regarding the sampling of emissions from the existing flue, and the predicted emissions from the proposed flue.

On receipt of this additional information the Town Council was re-consulted on 31 May 2017 and their views are awaited at the date of writing this report. These will be reported to Committee in the Late Observations report should any be received.

Statutory Consultees and Observations of Other Interested Parties

Regeneration Team (Trees)

No objections.

Proposal will result in the loss of perhaps a dozen early mature trees that were apparently planted as landscaping and a screen for the existing development. Tree stakes and ties are still on these trees, which attests to their being immature, and they are a polyglot mixture of species, with some having established better than others. These grow on 'made ground' that was presumably banked up to help hide the factory when it was developed.

The development is outside the boundary of the TPO'd woodland area.

Topography slopes away towards Wrongway Brook and the unit will therefore be a strong visual feature locally. While it's impossible successfully to screen a 23 metre chimney with vegetation, I think that some replanting should be undertaken on the downside of the slope to soften and filter out some of the views of the unit. Some trees have been removed here for other reasons and it's more open than it was. Replanting in mitigation was discussed on site with Mr Sharrock and the suggestion was well received.

Environmental Protection (Pollution)

They explain that the site is permitted under the Environment Agency part A2 regulations and so they are the appropriate regulatory body to advise on this application.

Lancashire County Council - Highway Authority

No highway objection to the proposal.

Environment Agency

Environment Agency position

We have reviewed the details submitted and we have no objection to the proposed development. Further to our previous response, dated 28 March 2017, we wish to make the following comments:-

Environmental permitting – installations

The second cooker and subsequent stack will require a permit variation and this will likely be a normal variation. As the site is not of high public interest it will not be a substantial variation.

The submitted odour modelling report (Ref: KEPA17B_01) contains the components that would be required for the permit variation, however we would expect to see the figures used in the model for validation at the permit variation stage. The report also follows the expected methodologies, but further validation at the permit variation stage will be required. The applicant should be aware that these comments should not be seen as a validation of the current modelling. The completion of this will be if the company applies for a permit variation.

Neighbour Observations

Neighbours notified:	17 February 2017
Site Notice Date:	03 March 2017
Number of Responses	4 letters received
Summary of Comments	<ul style="list-style-type: none">• lost view of fields• another chimney will have negative impact on our property• ruined our home and added stress onto us selling our property and decrease value of our home• emissions from stack will be doubled• pollution is visible and malodourous• killed lichens• dirty residue on cars and properties• committee should not hide behind Environment Agency• results in loss of trees• we need more trees• building in full view in winter• new trees take 10 years to mature• neighbours don't want factory on doorstep• have consideration of our welfare

Relevant Planning Policy

Fylde Borough Local Plan:

SP01	Development within settlements
EP12	Conservation trees & woodland
EP26	Air pollution
EP27	Noise pollution
EMP2	Existing business & industrial uses
EMP4	Buffer zones and landscaping

Fylde Local Plan to 2032:

GD1	Settlement Boundaries
GD7	Achieving Good Design in Development
ENV1	Landscape
EC1	Overall Provision of Empt Land and Existing Sites

Other Relevant Policy:

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

Site Constraints**Environmental Impact Assessment**

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

Comment and Analysis

This application seeks permission for extensions to the existing factory building together with the provision of an additional 23 metres high chimney in order to expand the existing food production and distribution business undertaken at Kepak.

Policies

The site is within an existing industrial area and Policies SP1, EP12, EP26, EP27, EMP2 and EMP4 of the adopted Local Plan, as altered (October 2005) and Policies GD1, GD7, ENV1 and EC1 of the submission version of the Local Plan to 2032 together with the aims and guidance of the National Planning Policy Framework (NPPF).

Principle

The application proposes extensions to the existing building for the provision of 'fume scrubbers' and an additional 23 metre high chimney stack. 'Fume scrubbers' are used for removing fumes, mists, vapours, particulates, and odours from the exhaust streams produced during the cooking of the meat products which once cleaned are then passed out through the chimney stack as a plume of 'steam'.

These additional scrubbers and chimney are required for the expansion of the business as there are a number of food items produced at the Kirkham factory that cannot be produced anywhere else in Europe and the demand for these products is currently in excess of the factory production capabilities, resulting in the outsourcing of their cooking to other sites. Kepak are keen to retain this production in-house hence the justification for these extensions.

Paragraph 19 of The National Planning Policy Framework states that the significant weight should be placed on the need to support economic growth through the planning system. This proposal relates to an existing large local employer looking to expand its business capabilities on an allocated employment site in the borough to sustain the business locally and to expand its workforce.

Local Plan Policies EMP2/EC1 refer to the retention of industrial uses and allows development

subject to the use being in compliance with that of the site. In this instance the proposal is acceptable in principle having regard to the above policies and the aims of the NPPF.

The key issues surrounding the determination of this application are considered to be the impact of the proposal on visual and neighbour amenity having regard to other policies of the plan and the guidance contained in the Framework.

Design and Impact on visual amenity

The extensions are to the rear of the factory where views are mainly achieved from the surrounding residential properties on Sherburne Avenue, Selby Road, Gillow Road and Brookside, and from the industrial/commercial businesses on Richard Street.

As a result of the rear extensions a 2 metres wide section of the embankment around the existing building will be removed and the area levelled and a retaining wall built to provide a walkway around the proposed extension. As a consequence of the proposed levelling works some of the existing screening will be lost. However the extensions are outside of the area containing a group of trees protected with a Tree Preservation Order and the retention of these will retain screening of the new development. In addition further planting to supplement these trees will be a condition of the recommendation on this application.

Whilst tree planting will soften the overall visual impact of the rear extensions for neighbours the existing and the proposed chimney will be capable of being viewed prominently from these neighbouring roads. However, the existing streetscene is to some degree dominated by views of the factory and the extension, whilst sizable, remains modest in the context of the whole building and so will not make a significantly harmful addition to the streetscene.

Neighbour amenity

Concerns have been raised regarding the scale and proximity of the extension and chimney to neighbours, and of the emissions from the chimney.

With regard to the impact of the building on neighbour amenity the proposed chimney is to be situated on the opposite side of the existing chimney and so visually does not have a particular impact on these neighbours. The chimneys are viewed within the context of the application building which provides cover up to a height of 13.5 metres giving a 10m height above the roofline. This is clearly visible from a range of viewpoints, but is not an unusual structure on industrial buildings and it is considered that the proposed extensions and additional chimney will not be unduly detrimental to the overall visual amenity of the area and neighbours.

Neighbours have commented on the emissions from the existing chimney leading to amenity issues through a greasy residue on cars and a cooking odour being noticeable. In an effort to understand the neighbours' concerns a public meeting was held where residents could put their concerns direct to Kepak and was supported by Councillors and officers.

Neighbours were advised that the chimneys provide the vent for the hot air that is generated in the cooking ovens. This passes through a series of 'scrubbers' and charcoal filters to remove fumes, vapours, particulates, odours, etc. The result is a 'steam' is emitted at the height of 23m where it can then be dispersed by the atmosphere. This process is evaluated by the Environment Agency as a key part of their permitting work.

In an attempt to alleviate the concerns expressed by neighbours in regards to the application the applicants undertook an assessment to measure odour emissions from the current odour control system and provided an up-dated odour dispersion model to show the dispersion of odours currently experienced off-site, and those likely following the installation of the second cooking line and second chimney. This revised report was further assessed and commented upon by the Environment Agency and those comments reported above.

Meteorological data for the years 2012, 2013, 2014, 2015 and for 2016 (the worst case meteorological year) was used to simulate the dispersion and dilution effects on odours generated by the atmosphere, taking into account the topography around the site. Based on the emissions after installation of the second cooking line the odour dispersion modelling predicted that exposure levels at residential receptors will remain lower than the Environment Agency criteria, and that odour annoyance is unlikely to occur due to emissions from the Kepak facility.

An additional statement following the residents meeting was also submitted on behalf of the applicants. This referred to the comments that 'smoke' has been seen emitting from the existing chimney. The statement advised that there are no facilities that produce smoke that are connected to the chimney and only steam is emitted from the 23 metre Kepak chimney. However, there are other chimneys close to the chimney including a gas fired boiler flue and a neighbouring factory has a facility for burning materials which may result in the presence of 'smoke'. The statement also advises that at certain times of the day in certain atmospheric conditions the process steam emitting from the 23 metre chimney appears to change colour to various shades of grey, which could give the impression of smoke.

Comments were also made that emissions from the chimney had resulted in a destruction of Lichens. Whilst it is understood that lichens can be an indicator of clean air, it has been identified that Sulphur Dioxide, usually from the burning of fossil fuels, produces the pollution that is detrimental to their growth.

Based on the technical reports produced by the applicants and the comments of the Environment Agency it is considered that the proposal will not result in any risk of harmful impacts to the amenity of occupiers of residential and other nearby properties.

Accordingly the application complies with Policies EMP2, EP26 and EP27 of the Fylde Borough Local Plan, as altered (October 2005) and Policies EC1 and GD7 of the submission version of the Local Plan to 2032.

Trees and landscaping

The application site has within its boundaries TPO protected trees, TPO 1989 no. 1 (Kirkham) and 2004 no. 2 (Kirkham). These form a wide tree belt screening the site from St. Georges Park to the south. Whilst the extensions to the rear of the existing building require the levelling of an area of the existing banking and the removal of approximately 12 trees these works are outside of the area of the protected trees. It is intended that a tree will be replanted for each tree removed.

The retention and replacement of this landscaping is sufficient to protect the visual amenity for the occupiers of nearby residential properties within St. Georges Park and this is considered sufficient to satisfy Policy EMP4/GD7 of the Fylde Borough Local Plan, which seeks to protect open countryside or other sensitive land uses from commercial and industrial development by the provision of a landscape buffer.

Accordingly the development complies with Policy EP12, EMP4 of the current local plan and Policy GD7 of the submission version of the local plan to 2032 and the aims of the NPPF.

Other Matters

The site is within Flood Zone, an area of low flood risk. The extensions are to be provided over areas of existing hardstanding and as a consequence is not at significant risk of the flooding nor will the proposal cause flooding elsewhere.

The site is not subject to any statutory ecology related designations. One Biological Heritage site St. George's Park Swamp (BHS ref. 43SW03) lies beyond the residential area approximately 450 metres southwest and as such will not be affected by the proposed development.

To ensure the protection of the 'Wrongway Brook' to the south of the site, methods will be employed to ensure that any construction related contaminants will not be directly discharged into the watercourse, surface water will be collected and discharged as per the existing approved drainage system.

Conclusions

It is considered that the proposed development will result in an impact on the visual amenity as a result of the height of the proposed chimney however, the development is required to support the expansion of an existing industrial use on an industrial site.

The factory is a major employer in the area bringing economic benefits to the wider community. The proposed expansion will immediately create up to 26 jobs with up to 39 additional jobs in the future.

As a consequence of the above, the additional odour emission survey and supporting statement which addresses the concerns raised by neighbours it is considered that the development will not result in a detriment to neighbour amenity. Any loss of visual amenity is to be assessed against the location of the development in the context of the industrial site and economic benefits arising from the development tips the balance in favour of the proposal.

Accordingly the application complies with Policies EMP2, EMP4, EP12, EP26 and EP27 of the Fylde Borough Local Plan, as altered (October 2005), Policies GD1, GD7, ENV1 and EC1 of the submission version of the local plan to 2032 and the National Planning Policy Framework in particular at Paragraphs 17, 109 which seeks to promote sustainable economic growth, protect amenity and contribute to an enhance the natural and local environment and is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

Approved plans:

- Location Plan -
- Proposed site plan - drawing no. 1517 006 REV. A
- Proposed sections - drawing no. 1517 005 REV. B
- Proposed floor plans - drawing no. 1517 003 REV. A
- Proposed elevation plans - drawing no. 1517 004 REV. A
- Proposed chimney & platform detail - drawing no. 13/11447

Supporting Reports:

- Design and Access Statement - JYM Partnership
- Supporting planning statement - JYM Partnership
- Dispersion Modelling Report - Odournet dated 31 May 2017

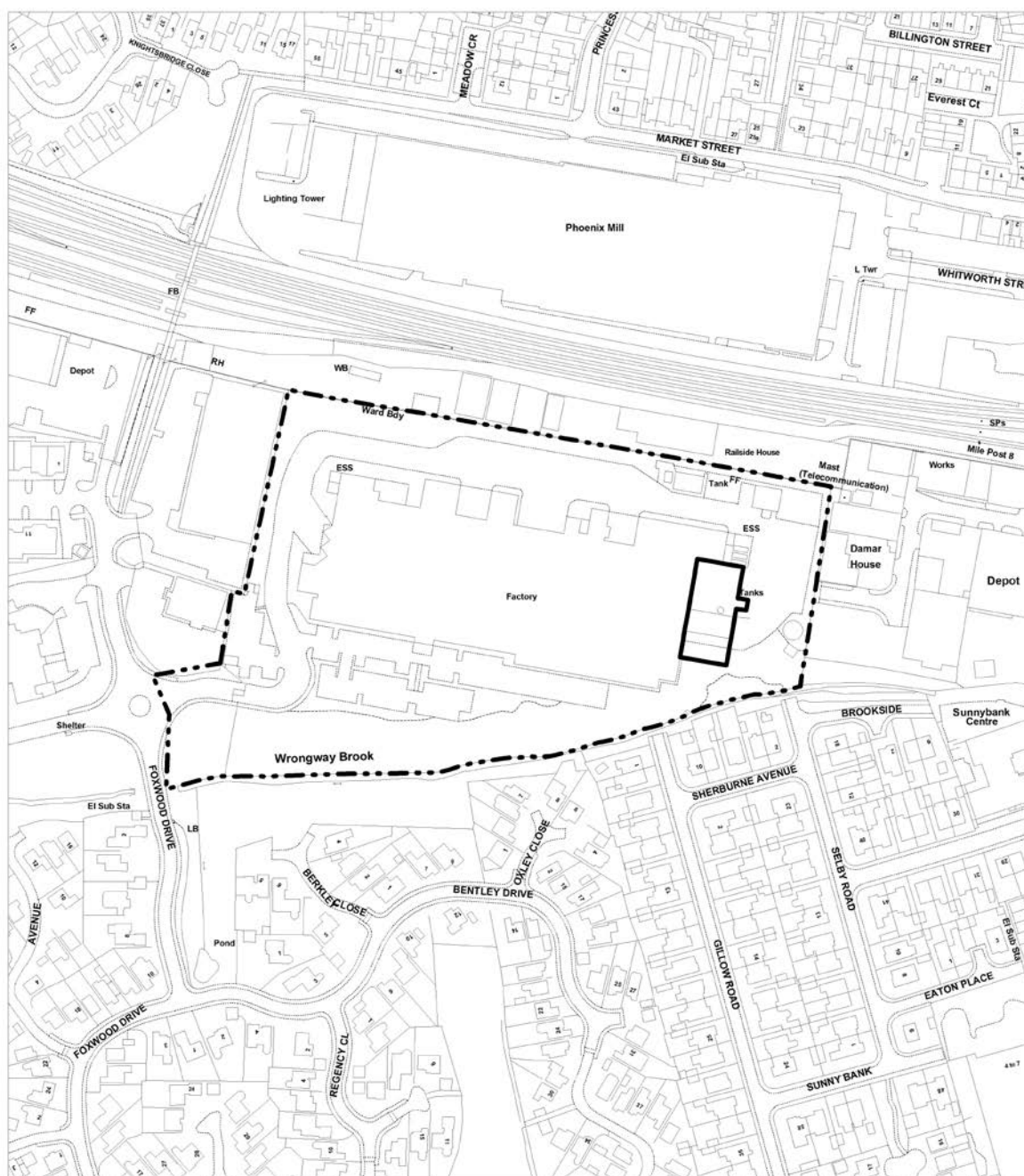
Reason: To provide clarity to the permission.

3. Prior to the commencement of the construction of the extension and chimney hereby approved samples of material for use in the construction of the development, inclusive of colour, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter only those approved materials shall be used.

Reason: In the interests of visual amenity.

4. Prior to the commencement of development a landscaping scheme incorporating ecological habitat creation (bat boxes, bird boxes etc) and a retention, enhancement and management for the scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate maintenance of wildlife habitat (quantity and quality), including hedgerows and shall demonstrate that the development will be permeable to the passage of wildlife. Specific details shall also include finished levels, means of enclosures, car parking [as applicable] hard surfacing materials, provision of refuse receptacles, lighting and services as applicable soft landscape works shall include plans and written specifications noting species, plant size, number and densities and an implementation programme. The scheme and programme shall thereafter be varied only in accordance with proposals submitted to and approved by the Local Planning Authority and such variations shall be deemed to be incorporated in the approved scheme and programme. The approved landscaping scheme shall be implemented in a timetable of planting to be agreed in writing with the Local Planning Authority but which in any event shall be undertaken no later than the next available planting season. The developer shall advise the Local Planning Authority in writing of the date upon which landscaping works commence on site prior to the commencement of those works.

To enhance the quality of the development in the interests of the amenities of the locality and in the interests of protecting wildlife and biodiversity and to comply with the provisions of the Wildlife & Countryside Act 1981 and the National Planning Policy Framework, Section 11.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0092	Address Kepak, St Georges Park, Kirkham	Grid Ref. E.3416 : N.4325	Scale 0 10 20 30 40 m

Item Number: 5

Committee Date: 28 June 2017

Application Reference:	17/0138	Type of Application:	Full Planning Permission
Applicant:	Mr Bradshaw	Agent :	De Pol Associates
Location:	91 RIBBY ROAD, RIBBY WITH WREA, PRESTON, PR4 2PA		
Proposal:	PROPOSED ERECTION OF 8NO DWELLINGS WITH ASSOCIATED ACCESS AND LANDSCAPING.		
Parish:	RIBBY WITH WREA	Area Team:	Area Team 1
Weeks on Hand:	18	Case Officer:	Andrew Stell
Reason for Delay:	Design Improvements		

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

<https://www.google.co.uk/maps/@53.7779809,-2.904851,1108m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application site is land that is located to the rear of 91 Ribby Road which is a detached dwelling on the edge of Wrea Green village approaching from Kirkham. The site has planning permission for the erection of 8 dwellings in outline, and this proposal is a full application that proposes that level of development.

Whilst the site is outside of the village in an area designated as Countryside in the Fylde Borough Local Plan and as part of an Area of Separation in the Submission Version to the Fylde Local Plan to 2032, the previous scheme was supported on the basis of the contribution it made to the borough's housing supply needs, the generally sustainable location of the site and as the visual impact on the Countryside and Area of Separation was considered acceptable.

This scheme has been revised since submission to address concerns over the visual impact of the initial submission, and is now considered to achieve the same acceptable balance as the outline scheme did previously with the benefit of housing delivery in an accessible location outweighing the landscape, arboricultural and openness impacts of the development. Accordingly it is recommended for approval.

Reason for Reporting to Committee

The application relates to a re-submission on a site that was initially granted planning permission by Committee and so the Head of Planning and Regeneration considers that it is appropriate that Committee determine this application.

Site Description and Location

The application site is a detached dwelling and an area of land to the rear that is greenfield and

available for agricultural / equestrian use on the eastern side of Wrea Green village. It is outside of the identified settlement boundary and on land allocated as Countryside in the Fylde Borough Local Plan.

The property is a detached two storey dwelling that is unaffected by the development other than its garden is reduced to provide the access for the land to the rear. The land to the rear is L-shaped and rises slightly away from Ribby Road. There are protected trees within the garden to the dwelling and along the eastern boundary of the site, albeit some of these have been removed in recent months.

Surrounding land uses are residential along the frontage of Ribby Road and to the western side where the recently redeveloped property at Langtons Farm and the associated equestrian facilities stand. To the south and east is other greenfield agricultural land.

There are some protected trees on the site under TPO 1984 No. 1 and others to the site frontage and opposite side of Ribby Road under TPO 1993 No. 3. The site has recently been the subject of drainage works undertaken by LCC as the drainage authority which has involved the removal of a protected tree and the re-building of the stone boundary wall to the highway.

Details of Proposal

The application is submitted in full and relates to the erection of 8 detached dwellings and associated garaging. All are at two storey with a design that introduces dormers to provide the first floor accommodation with other rooms in the roof served by gable windows and rooflights. There are 4 different housetypes on the development but each follows a similar design theme and each provides a ground floor bedroom and 3 first floor bedrooms.

The properties are accessed from a single access to Ribby Road that is formed in the area of the removed tree and provides visibility of 2.4m x 43m in both directions, with this achieved through a slight narrowing of the carriageway width of Ribby Road and the existing boundary wall retained.

Part of the garden to the existing dwelling at 91 Ribby Road is removed to provide for the access but otherwise this property is unaffected, although it is to take access from the new access road with the existing access point to Ribby Road closed up when that is available.

The application is supported with the usual suite of documents for such a proposal including:

- A Planning Statement
- An Arboricultural Report
- A Landscaping Design Statement
- A Drainage Strategy

The Conclusion to the Planning Statement states:

"The principle of developing the application site for 8 dwellings has already been established by the granting of outline planning permission in 2016.

The access proposals are identical to the access arrangements approved as part of the outline application and have therefore already been found acceptable. It was also established at the outline application stage that the level of traffic generated by 8 dwellings would not have a material impact on the safe and efficient operation of the highway network.

The density of development has been established through outline planning approval, although the scale of the proposal differs from the outline application in so far as the proposed dwellings are dormer bungalows. However, the proposed dwellings still only have ridge heights of up to 7 metres which reflects the development parameters proposed at the outline application stage. The proposed dormer bungalows would have no materially greater impact on the designated Area of Separation or surrounding area than the development permissible by the extant outline planning permission. The proposed dormer bungalows also provide accommodation in a form where the ground floor has bedroom and bathroom facilities together with other primary living accommodation, but where additional bedrooms are provided on the first floor.

The site is sufficiently detached from neighbouring development to avoid the need to specifically reflect the character or appearance of any neighbouring properties within the scheme. In any event Wrea Green is characterised by a diverse range of dwelling types, with no single style of architecture or 'vernacular'. Ultimately the proposed scheme is of a high quality design which is appropriate for its location. The layout broadly reflects the illustrative scheme submitted at the outline stage and has been designed to ensure adequate interface distances are provided to secure appropriate levels of amenity and privacy. All of the proposed properties have sufficient private garden space and curtilage space capable of accommodating refuse/recycling bins and car parking facilities.

The development provides spaces that are well-designed and safe, maximising natural surveillance and active frontages, with a view to minimising opportunities for anti-social and criminal behaviour. It was established at the outline application stage that the development would have no unacceptable impact on biodiversity. The only trees to be removed would not affect the aesthetic value of the area and were considered acceptable for removal when outline approval was granted. Additional landscaping is proposed throughout the development in line with policy requirements.

The site is located within flood zone 1 and is therefore at low risk of flooding. The submitted drainage report confirms that surface water can be managed in a manner which would provide betterment in surface water runoff rates from the site and will reduce the risk of surface water flooding in the area.

On balance the proposals represent appropriate development with is in general accordance with the adopted and draft emerging Development Plan. Full planning permission ought to therefore be granted."

The layout of the plots, the design of some dwellings, the extent and nature of landscaping and the access details have been revised since submission of the application although the amendments have not been such that it is appropriate that any additional neighbour notification has been needed.

Relevant Planning History

Application No.	Development	Decision	Date
16/0227	OUTLINE APPLICATION FOR THE ERECTION OF UP TO EIGHT DWELLINGS (ACCESS APPLIED FOR WITH ALL OTHER MATTERS RESERVED)	Granted	18/11/2016

Relevant Planning Appeals History

None

Parish/Town Council Observations

Ribby with Wrea Parish Council notified on 22 February 2017 and comment:

“Subsequent to the Ribby with Wrea Parish Council meeting of 6th March 2017, the above planning application was discussed and considered by the Parish Council.

The parish council would like to comment that the proposed Parish Charter makes note of the importance of opinions of the parish council, when considering planning matters. Wrea Green is ‘under siege’ by developers presently and is over-subscribed with development.

The original proposal by Mr. A. Wallace was for retirement, ‘true’ bungalows which was recommended for refusal by the parish council on a split decision - Some councillors were of the opinion that the development of retirement bungalows would enhance the village and some councillors were under the assumption that this could not be guaranteed, culminating in an application for larger properties. It is disappointing that the latter has prevailed. The ‘bungalows’ proposed are houses ‘in disguise’ and would be prominent from Ribby Road. As you will be aware, there are existing vacant properties in the village which form part of new developments. The strain on the infrastructure and facilities of the parish is evident and as such, this development will be unsustainable.

The parish council would like to draw your attention to comments submitted by CAPOW, all of which are pertinent to this application.

The parish council STRONGLY recommends REFUSAL.”

Statutory Consultees and Observations of Other Interested Parties

Regeneration Team (Trees)

The council’s Tree Officer highlights the presence of the tree preservation orders on the site. He refers to the loss of an ‘outstanding beech tree’ on the site frontage as part of the emergency drainage works that were undertaken in 2016, although highlights that no application was ever made for its removal and so no re-planting condition has been able to be considered.

He also refers to the removal of 2 other mature protected trees being removed – a Walnut on the western boundary with 89 Ribby Road and a Beech in the location of the access route to the dwellings. He highlights that the removal of these trees has allowed for a development to exploit the spaces they create.

Finally he comments on the limited variety in the landscaping scheme regarding tree planting species and the appropriateness of some of these spaces.

Regeneration Team (Landscape and Urban Design)

Has made comment on the original scheme that highlight the range and maturity of trees that lie along the site boundary and which contribute positively to the landscape character of the site. She also highlights the prominence of the site from a range of vantage points including Ribby Road, Willow Drive properties and the new development off Willow Drive.

She argues that the increased scale of the dwellings proposed in this application over

that approved at outline will cause a *'discernible change to the scale and pattern of development and increase the visible area of built form which could cause a perceptible change to views from the edge of the village.'* She also raises concerns over the effectiveness of the hard and soft landscaping proposals initially supplied to effectively mitigate the development.

She has also provided comments on the revised plans as these amend the hard and soft landscaping proposals in an attempt to address concerns highlighted over these aspects of the original submission.

In these comments she reiterates concerns over the increased scale of the proposed dwellings given the sites visibility and the character and scale of development on this side of Wrea Green. Reference is however made to the revised landscaping and the appropriate specification and management of this which would be necessary to ensure it is successful in its aims. Further guidance on the materials and species mix in the development is also provided.

Natural England

Make no comments on the application. This is due to the scale and location of the development being such that it is outside of the consultation zones for any species or protected habitats. They refer the council to the standing advice for protected species.

Environment Agency

Make no comment on the application as it is not of a scale that they are required to comment on.

Lancashire CC Flood Risk Management Team

They initially raised objection to the application on the basis that the application provides inadequate details to assess its implications. This is due to the application not providing any details for surface water drainage arrangements, and so they are unable to assess the adequacy of whatever drainage arrangements are proposed.

The provision of additional details was highlighted to this consultee and they have subsequently removed their objection subject to the imposition of a series of planning conditions relating to the submission of a surface water drainage scheme, and the management arrangements for that scheme. They also request that the applicant is advised of the need to secure Land Drainage Consent for their intention to discharge to the existing watercourse and other matters.

United Utilities - Water

Raise no objection to the application subject to standard conditions about the surface and foul water being separately drained, and that the development is not commenced until details of the drainage arrangements and maintenance have been agreed.

Lancashire County Council - Highway Authority

Their comments make the following points:

- The site has the benefit of an outline planning permission for this level of development that secures the use of the access to provide for the 8 dwellings proposed.
- This was acceptable due to the proposed narrowing of the carriageway to achieve

visibility splays, provide a suitable footway and to reduce vehicle speeds at the gateway to the village.

- The plans provided with this application under consideration here do not provide this detail (a subsequent plan was provided to re-confirm the access works from the outline will apply to this scheme.)
- That other measures are appropriate to reinforce the reduction of vehicle speeds on this section of Ribby Road.
- That some internal footways could be replaced with verges due to the limited scale of the development
- Further details are needed to confirm that the turning head allows for HGV turning (since provided).
- That LCC would consider adoption of the initial part of the road to the turning head

They conclude by confirming a lack of objection to the proposal subject to the areas they query being addressed. A series of standard conditions are then suggested to cover matters such as the visibility, the drainage of the highway, a Construction Method Statement, on-going maintenance arrangements, etc.

Neighbour Observations

Neighbours notified:	22 February 2017
Site Notice Date:	24 February 2017
Number of Responses	2 neighbours have written and comments from CAPOW
Summary of Comments	All comments received are in objection to the development with the reasons summarised as follows:

Resident Group (Campaign for Protection of Wrea Green)

- The Planning Statement contains a series of inaccuracies such as the distances to neighbouring towns, the presence of bus routes serving the village, the character of surrounding properties, etc.
- The reference to ground floor bathrooms is misleading as this is actually a 'wet room' on the plans
- The dwellings are not the true bungalows that were approved at outline stage
- The community need is for true bungalows to allow existing village residents to downsize. These properties are large 4 bedroomed properties with accommodation over 2 storeys so are not meeting that need.
- When the Committee approved the outline it was stated that anything over a true bungalow would not be permitted due to the visual harm it would cause to the character of the area. These are clearly 2 storey properties and are prominently sited on one of the key approaches to the village
- The Housing Needs Report for the village in 2007 confirmed that there is no need for large properties, yet these all have 4 bedrooms
- There are a series of drainage issues with the development
- The access visibility cannot be achieved without the need to remove further walls or trees or both
- The type of development proposed will create additional car movements that were not anticipated when a scheme of true bungalows were proposed

Neighbour Comments

- The dwellings are of a type that is not needed in the village
- The area around the site has historical flooding issues and whilst works have been undertaken in an attempt to address that there is no guarantee that this has been resolved. The system will not be able to cope with the additional loads from this site and that at Willow Drive currently under construction
- The site is at a higher level than the neighbours which front Ribby Road and so the natural flow of water from the site is towards these properties. The additional development will increase the rate of run-off
- The additional dwellings will increase the volumes of vehicles using the surrounding road network and this is already subject to high volumes and to speeding traffic.

Relevant Planning Policy

Fylde Borough Local Plan:

SP02	Development in countryside areas
HL02	Development control criteria for new housing proposals
HL06	Design of residential estates
TR01	Improving pedestrian facilities
TREC17	Public Open Space within New Housing Developments
EP10	Protection of important landscape and habitat features
EP11	Building design & landscape character
EP12	Conservation trees & woodland
EP14	Landscaping of new developments
EP18	Natural features
EP25	Development and waste water
EP27	Noise pollution
EP30	Development within floodplains

Fylde Local Plan to 2032:

GD7	Achieving Good Design in Development
GD3	Areas of Separation
GD4	Development in the Countryside
H2	Density and Mix of New Residential Development

Other Relevant Policy:

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

Site Constraints

Within countryside area
Tree Preservation Order

Environmental Impact Assessment

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

Comment and Analysis

Policy Background

The Fylde Borough Local Plan is the development plan at present and allocates all of the land associated with the application within the Countryside. In such areas Policy SP2 is restrictive of new development and the residential development proposed here would be contrary to that Policy.

The Submission Version of the Fylde Local Plan to 2032 maintains the settlement boundary of Wrea Green in this area that was in the Fylde Borough Local Plan, and so places this site entirely within the Countryside where Policy GD4 is similarly restrictive of residential development. Policy GD3 also designates the part of the application site where the dwellings are proposed as part of the 'Area of Separation' that is intended to restrict inappropriate development that would result in a coalescence of the settlements (in this case) of Kirkham and Wrea Green.

This is essentially the same policy position as was the case when the earlier outline planning permission was considered, other than the progress of the Fylde Local Plan to 2032 to Examination means that its policies have a greater weight in the decisions.

One policy matter that has evolved since the outline was determined is the council's five year housing supply. At the time of the outline determination the latest figure available was from 31/3/16 and indicated a supply equivalent to 4.8 years. The work undertaken in preparation for the Local Plan Examination indicates that the figure at 28/2/17 was 5.58 years. At the initial Examination questions were raised over the appropriateness of the housing need figure on which this was based. The council therefore considered this further and in May 2017 confirmed that the Objectively Assessed Need was such that an annual housing requirement of 415 dwellings was to be used rather than the previous 370 dwellings. Accordingly the council has now been able to publish its Annual Housing Supply Position at 31 March 2017 based on this higher figure which confirms a supply of 4.8 years.

As such the council remains in the position that it was at the time of the outline determination in that it is not able to demonstrate the 5 year housing supply as is required by government planning guidance in the NPPF/ The requirements of paras 14 and 47 of the NPPF are engaged and so the council must support residential development wherever its benefits are not outweighed by significant demonstrable harm arising from that development.

Planning History and Principle of Development

Planning permission 16/0227 grants consent in outline for the erection of 8 dwellings on this site and approves its access arrangements. Furthermore, the illustrative layout that was submitted with that application and linked to the reserved matters by condition relates to a layout that is similar to that proposed in this application with a series of properties facing outwards off an L shaped internal access road.

This is a significant material consideration in favour of the development and establishes its acceptability in principle. The matters for consideration are therefore limited to the visual impact of the development, the relationship of the properties to the neighbours, their design, and the other factors that have either changed from the outline proposal or were not secured due to its outline nature. These are discussed below.

Access Arrangements

The outline planning permission established the access arrangements for the development of that scheme, and so confirmed that the priority junction in that application was an acceptable form and

design of junction to access the properties, and that there was capacity on Ribby Road to accommodate the vehicle movements that would be generated by the development. The actual design of the access was a matter that is confirmed as part of the outline permission, and was revised slightly following the Committee meeting under the delegation granted to officers. This was to ensure that a suitable design could be agreed that provided a safe and suitable access to the site whilst accommodating some improvements to appearance of the area following emergency drainage works undertaken by Lancashire County Council.

As this is a full application, rather than reserved matters submission, it is necessary to reassess the access arrangements. In their initial consultation response LCC Highways Officers raised some queries over the access arrangement and the details of the internal road. These have now been addressed by a clarification of the drawings showing the access at Ribby Road and a revision to the internal access drawing. Further revisions have updated the landscaping works for the site frontage to ensure they are more compatible with the surrounding area than the initial proposal.

The position is that the access will now provide a suitable access to Ribby Road with 2.4m x 43m visibility in both directions, will retain the existing boundary wall to the site frontage and so the retained landscaping behind it, will deliver a narrowing of the carriageway to assist with speed reduction at this gateway to the village, will provide a full width pavement across the frontage, and has an internal layout that is accessible by all vehicles that would service the residential development. The site will also provide access to the dwelling at No. 91 and so allow its existing access to be closed off to improve safety and appearance.

With the scale of development proposed here being the same as that proposed under the previous application the capacity of Ribby Road and the surrounding roads to accommodate the traffic generated is accepted. The key difference between this scheme and that previously approved is that the outline was designed around the retention of the substantial protected beech tree on the site frontage and other vegetation around it. That tree has now been removed as a regrettable consequence of Lancashire County Council undertaking drainage works in the area, and this has given the site entrance a particularly open aspect rather than its previous pleasant rural village aspect. The geometry of the scheme now proposed will provide a safe access to the site in a way that more suitably compensates for the opening of the site frontage. Accordingly the proposed access arrangements are considered to comply with criteria 9 of Policy HL2 of the Fylde Borough Local Plan and criteria p of Policy GD7 of the Fylde Local Plan to 2032 in that respect.

Tree Implications

All the trees within the garden area to 91 Ribby Road are protected by a TPO from 1984 with a number of trees on the general road frontage in this part of the village protected by a TPO from 1993. These TPOs were put in place in recognition of the significant positive contribution to the amenity of the area that these trees provided at that time, and continue to do today, with this tree cover offering a key element in establishing the pleasant character of this area that is a transition between the village and surrounding countryside.

This development does not involve the removal of any of the protected trees that stand on the site. However, a number of the trees that were in place at the time of the outline decision have since been removed with a large mature Beech tree that had a prominent location on the site frontage being the most obvious, but also a Walnut and another Beech within the garden area to 91 Ribby Road so removed. The undergrowth and self-seeded trees that would have provided the replacements for these trees in time has also been removed. No consent has been granted by the council as required under TPO legislation for any of these removals.

The importance of replacing and enhancing the tree cover on site has been the subject of some discussion with the applicant's representatives as it forms an important element of the landscape character that allowed the outline scheme to be considered as acceptable. To that end a revised landscaping scheme provides increased Beech and Oak planting as these are key local species that provide a long-lasting and almost continuous run of these trees on the roadside frontage and into the site. This is to replace the originally submitted scheme that is more ornamental in its tree planting suggestions than of a woodland nature as this site requires. This scheme is intended to help redress the damage caused from the removal of the protected trees by providing compensatory replacements for these and additional specimens that run into the site to enhance tree cover generally.

Whilst the removal of the protected trees has clearly been beneficial in allowing a more flexible approach to be taken to the access arrangements to the site, the applicant's representative advises that this was associated with drainage works. There have been local concerns over surface water drainage in the area and properties were flooded during the storms at Christmas 2015. The most important frontage Beech tree and surrounding under-storey cover was removed at the time LCC were undertaking works to the culvert and so this justification is plausible despite the lack of any formal consent for its removal. It is not known when or why the other trees were removed, although the applicant's agent suggests that these were also removed to facilitate improved surface water drainage. Notwithstanding the lack of consent for these removals and so the offence that has been committed in taking out protected trees, this application does now deliver an enhancement of tree cover and so helps to reduce the harm that has been caused to the area from these removals.

Taking this into consideration it is officer opinion that the overall assessment on tree matters is that providing the revised landscaping scheme delivers the quality and extent of replacement tree cover that has been discussed with the applicant's representative the scheme will comply with Policy EP14 of the Fylde Borough Local Plan and Policy ENV1 of the Submission version to the Fylde Local Plan to 2032 which looks at preserving and enhancing tree cover in new development proposals.

Scale of Dwellings and Landscape Impact

With the site being located at the village to countryside transition, and the dwellings being located within the draft Area of Separation in the emerging Fylde Local Plan to 2032, it is critical that the scale of the dwellings and their location on the site respects those factors.

The outline scheme relates to the erection of 8 dwellings which were proposed as true bungalows and this was reinforced through condition 4 which required that any reserved matters application pursuant to that outline were dwellings that were *"of a scale that offer accommodation on a single storey only with their layout in general accordance to that shown on the parameters plan and illustrative layout"* approved in that application. The reason for this condition was *"To ensure the development has an acceptable visual impact that reflects its location in countryside on the edge of a rural village and within an Area of Separation as designated by Policy GD3 and Policy GD4 of the Fylde Local Plan to 2032, and to provide single storey accommodation in accordance with the locally identified need."*

This application is not for the reserved matters to that planning permission and so the fact that the dwellings it proposes all have two storey accommodation is not necessarily fatal to its chances of success. However, it is necessary to examine how the current scheme relates to the reason that the condition was imposed as the planning policies quoted in that are clearly still relevant to the determination of this application.

There are three elements to the reason: that the development respects the countryside location, that the development is not harmful to the Area of Separation in the emerging Local Plan, and that the single storey accommodation is to meet a locally identified need.

With regard to the impact on the countryside location the dwellings are set reasonably well back from the Ribby Road frontage, but the loss of the trees and their understorey planting since the outline was granted has resulted in a more open aspect to the site than was the case when the outline application was considered. This imposes a greater importance on ensuring the built development respects that situation, although the revised hard and soft landscaping details assist in restoring the harm caused by this tree removal.

The revisions to the scheme since submission have helped by reducing the ornamental nature of the physical works at the entrance, by introducing hedgerows to the front of the properties, by removing the extent of footpaths in the site, by introducing better variety to the dwellings and by providing some articulation to the proposed streetscene.

Critical to this assessment is the scale of the dwellings themselves. These have been designed so that the first floor accommodation is served by dormers and gable/roof windows rather than a typical two story dwelling. The properties in this development have a chalet-style design that gives a ridge height of 7-7.5m and eaves of around 2.5m. This compares with the two storey properties on the neighbouring Story Homes development which have eaves of 5m and a ridge of 7.5m and the eaves and ridge heights of a typical bungalow property which are around 2.5m eaves and 5m - 6m to ridge. As such the ridge height is taller than a typical single storey property but slightly lower than a two storey house and has considerably lower eaves which reduces the bulk of the dwellings.

With regard to the Area of Separation element, this remains an emerging Policy that is still to be subject to examination and so has a reduced weight as a consequence with the Inspector having queried the wording of this in her recent MIQs. This is Policy GD3 which states:

An Area of Separation is designed to preserve the character and distinctiveness of individual settlements by restricting inappropriate development that would result in a coalescence of two distinct and separate settlements.

Areas of Separation identified on the Policies Map are designated to avoid coalescence and to maintain the character and distinctiveness of the following settlements:

- *Kirkham and Newton; and*
- *Wrea Green and Kirkham.*

Development will be assessed in terms of its impact upon the Area(s) of Separation, including any harm to the to the openness of the land between settlements and, in particular, the degree to which the development proposed would compromise the function of the Area(s) of Separation in protecting the identity and distinctiveness of settlements.

Whilst this Policy is clearly designed to restrict development, the requirement to ensure that any proposals are assessed for their impact on the openness of the land clearly does not exclude development in these areas. This was accepted with the grant of the outline permission. The current scheme retains the same quantum of development on the same site, and although the heights of the dwellings have increased to allow for their two-storey accommodation it is not considered that the proposed scheme can be contrary to this emerging Policy to a degree that could justify a refusal.

The final element of the reason for imposing the condition is that the single storey properties were to meet an identified local need. This is referred to in the CAPOW response to this application as being a finding of the Housing Needs Survey that was undertaken in the village in 2012 and has been accepted by Committee as evidence to assist future policy development (24/4/14 Policy Development and Scrutiny Committee minutes). The Survey reports a desire amongst all households that there is more accommodation provided for elderly people looking to downsize, and more smaller accommodation for the elderly and first-time buyers to utilise.

These findings have been carried forward into the emerging Fylde Local Plan to 2032 with Policy H2 introducing a requirement for all schemes of 10 dwellings or more to provide for 50% of the development with 3 bedrooms or less. This scheme is below the threshold where that policy applies and so there is no obligation for the developer to provide these smaller properties, and no policy background for the council to rely on to resist a scheme such as this that does not provide them.

Whilst Ribby with Wrea Parish has been designated as a Neighbourhood Plan area, there has been no progress towards the drafting of this Plan under the regulations and so this application can only be assessed against the policies of the Fylde Borough Local Plan and emerging Fylde Local Plan to 2032.

Pulling this together it is officer view that although the dwellings that are proposed in this application are all of more than a single storey as was required by condition 4 of the outline planning permission, they do provide a form of development that has an acceptable impact on the surrounding countryside and emerging Area of Separation. They do also provide the full range of living accommodation at ground floor including a bedroom and ensuite style bathroom so would offer accommodation for the elderly or those with other mobility restrictions. Accordingly the application complies with the requirements of Policy HL2 and EP11 of the Fylde Borough Local Plan and the requirements of Policy GD3 and GD4 of the Submission Version of the Fylde Local Plan in that regard.

Housing Mix and Design

Irrespective of the lack of any policy justification for smaller dwellings on this scheme it does need to comply with the general requirements for housing to reflect the character of the surrounding area. In this case the properties that do surround the site are of a wide ranging style with the traditional cottages on Ribby Road, newer large detached properties on Ribby Road, former local authority properties on Wrea Crescent, and the large detached replacement dwelling and converted barns at Langtons Farm all being very different in the scales, styled and design. The erection of the 8 properties of the style proposed here will add to the variety and are of an interesting design that will establish its own character.

The revised proposals have introduced a better design to the dwellings with a greater variety of housetype and improved landscaping to their frontages. The dwellings are arranged in an L shape with gables fronting the access road and are different in character to the majority of dwellings in the village, but they are arranged in a cohesive way around the site.

The L-shaped street pattern brings particular importance to the design and arrangement of Plot 5 which is on the inside corner of the 'L'. This is designed with its gable to the side of the dwelling on the approach and a pair of bays at ground floor flanking the central main entrance door that extend upwards in the style of dormers to serve first floor bedrooms. The side facing gable elevation is balanced with a tall external chimney with glazing to either side to add interest to that elevation and

so serve the lounge and bedroom at ground floor. This gives this key property the appearance of having 2 front elevations and so will effectively 'turn the corner' on the development. It is provided with a garage to the side and garden to the rear so these key frontage elevations will remain open and landscaped.

The overall design of the properties is interesting and will enhance the range of properties available in the village. Their materials are to be a combination of render, vertical hung tiles and slate to provide a clean and modern appearance. The scheme complies with the requirements of Policy HL2 of the Fylde Borough Local Plan and Policy GD7 of the Fylde Local Plan to 2032 in this respect.

The design of the properties with a large side elevation could allow sizeable box dormers to be erected along these roofslopes using permitted development right. This would be harmful to neighbour relationships and to the appearance of the dwellings and the streetscene and so it is appropriate that these rights are removed. The right to undertaken extensions and outbuildings should also be removed to ensure that the scale of development in the Countryside remains acceptable.

Neighbour Relationships

The application shares boundaries with a number of properties on Ribby Road, with the dwellings at Langtons Farm and with Blackburns Farm, and so the relationship to these has been assessed. The only areas of any potential impact are the relationship of the dwelling on Plot 1 to the existing dwelling at 91 and that at 91a. Plot 1 is sited with its side elevation on the boundary to 91 and so has the Velux windows in its roof slope alongside that boundary. As originally proposed the dwelling on this plot had cill heights that are akin to those of a standard window rather than being higher in the roof as is typical with a window of this design. This meant that they allowed clear views across the whole of the garden areas to these dwellings and back to the dwellings themselves leading to unacceptable privacy loss being suffered. The plans have subsequently been revised so that the upper floor habitable rooms are provided with windows to the gables and so it is not essential that these rooflights are to be clear glazed or openable. A condition is therefore required to ensure that these windows are obscured and non-opening to ensure that this privacy is maintained.

This situation is repeated with other properties on the development providing potential overlooking of their on-site neighbours through the use of these Velux windows to the side elevations with a cill height that will allow views out of them into their neighbours. The architect has sought to minimise this privacy loss through the angling of properties and the use of different housetypes but circumstances remain where rooflights serving bedrooms will directly face their immediate neighbours at very close proximity and so there is a need to ensure that these windows are non-opening and obscured around the development.

The only other neighbour issues relates to the proximity of the development to the stables at Langtons Farm. At the time of the previous application (and that on the Story Homes site) these stables were occupied by competition horses that were said to be susceptible to disturbance and so could be a danger to themselves and their riders. These horses are no longer present at the site, but the stables could clearly be re-occupied and so it is important the development respects their position, and also ensures that the occupiers of the new dwellings will not suffer unduly from nuisances such as odours and flies that are typically associated with horses. The nearest dwellings proposed are 40m from these stables and it is considered that this is an acceptable separation.

With the imposition of the conditions explained above the properties have acceptable relationships to each other and their offsite neighbours to comply with that requirement of Policy HL5 and GD7.

Affordable Housing and Infrastructure Contributions

As the scheme is below the threshold of 10 units for the delivery of such contributions none are required by policy, and so none can be secured from this development.

Drainage

The application is supported with a site specific Drainage Strategy. This refers back to the Flood Risk Assessment that supported the outline application and includes an assessment of the site specifics, the topography, the presence of existing watercourses in the area and the opportunities for the drainage of the site. Reference is made to the works undertaken since the flooding events of late 2015 to clear a blocked culvert that was suspected of being the cause of that flooding.

The proposed surface water drainage solution is to collect water on site and then release it at a controlled rate to the existing watercourse that runs through the garden of 91 Ribby Road, into the culvert under Ribby Road and then into Wrea Brook which then takes water to the Estuary at Lytham. This would mimic the existing drainage for the site with mechanisms introduced to control the rate of run-off to account for a 1 in 100 year storm with a 30% allowance for climate change as is the standard approach. This proposal has been assessed by Lancashire County Council as the Lead Local Flood Authority who confirm that they have no objections subject to the detail design of the drainage being secured by condition and arrangements put in place for its future maintenance.

The proposed foul water drainage solution is to extend the existing connection to the public foul sewer in Ribby Road that serves 91 Ribby Road and utilise that. United Utilities have no objection to this approach.

The application propose a realistic and reasonable solution to the handling of its foul and surface water drainage that is acceptable to the relevant statutory consultees and is considered to comply with the relevant adopted and emerging Local Plan policies.

Ecology

As the site is located in the Countryside there is a potential for it to provide habitat for protected, priority or other species of biodiversity importance. The application is supported with an ecological report that documents a desktop and field study of the site by an ecologist. This concludes that no matters of ecological importance will be affected by the development and so it can be supported subject to standard risk management and ecological enhancement measures being introduced.

This is considered to be a reasonable approach to take given the extent of survey work that has been undertaken in areas near to the site associated with the Willow Drive development and found no significant ecological constraints. Accordingly it is not considered that there is any conflict with Policy EP19 of the Fylde Borough Local Plan subject to these matters being addressed by condition.

Conclusions

The application site is land that is located to the rear of 91 Ribby Road which is a detached dwelling on the edge of Wrea Green village approaching from Kirkham. The site has planning permission for the erection of 8 dwellings in outline, and this proposal is a full application that proposes that level of development.

Whilst the site is outside of the village in an area designated as Countryside in the Fylde Borough Local Plan and as part of an Area of Separation in the Submission Version to the Fylde Local Plan to 2032, the previous scheme was supported on the basis of the contribution it made to the borough's

housing supply needs, the generally sustainable location of the site and as the visual impact on the Countryside and Area of Separation was considered acceptable.

This scheme has been revised since submission to address concerns over the visual impact of the initial submission, and is now considered to achieve the same acceptable balance as the outline scheme did previously with the benefit of housing delivery in an accessible location outweighing the landscape, arboricultural and openness impacts of the development. Accordingly it is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

2. This permission relates to the following plans:

- Location Plan - Anyon architectural and planning
- Proposed Access Layout – PSA drawing T2187/001 Rev D
- Proposed Layout with Access Detail – Anyon drawing ProLay/01/17 Rev A
- Housetype Plot 1 – Anyon drawing HT1P1/17 Rev A
- Housetype Plot 2 – Anyon drawing HT2P2/17 Rev A
- Housetype Plot 3 – Anyon drawing HT2P3/17 Rev A
- Housetype Plot 4 – Anyon drawing HT1P5/17 Rev A
- Housetype Plot 5 – Anyon drawing HT3P5/17 Rev A
- Housetype Plot 6 – Anyon drawing HT2P6/17 Rev A
- Housetype Plot 7 – Anyon drawing HT1P7/17 Rev A
- Housetype Plot 8 – Anyon drawing HT1P8/17 Rev A
- Garage Details – Anyon Drawing GDP0/17 Rev A
- Landscape Masterplan – ReLandscape Drawing 113.4.01 A
- Hard Landscape Layout Sheet 1 of 2 – ReLandscape Drawing 113.4.02 A
- Hard Landscape Layout Sheet 2 of 2 – ReLandscape Drawing 113.4.03 A
- Planting Plan Sheet 1 of 2 – ReLandscape Drawing 113.4.04 A
- Planting Plan Sheet 2 of 2 – ReLandscape Drawing 113.4.05 A

Reason: To add appropriate clarity to the permission.

3. That prior to the commencement of any development on the site full details of the following highway works shall have been submitted to and approved in writing by the Local Planning Authority, with the submitted detail including a phasing for these works, which shall be complied with in full:
 - a) The provision of a 2m wide footway across the whole of the site frontage to Ribby Road with appropriate 1:20 tapers to the footways to either side
 - b) The provision of a 2m footway into the site on both sides of the access road to provide a continuous pedestrian route to all dwellings from that internal access road (or other suitable extent as is subsequently agreed).
 - c) The provision of a 2.4m x 43m visibility splay in both directions at the access point to Ribby Road and any associated alterations to road markings, carriageway width, signage,

etc necessary to ensure that these visibility splays remain available and are appropriate for the access point

- d) The extension of the existing front boundary wall to permanently close off the existing vehicular and pedestrian accesses to 91 Ribby Road
- e) Details of the tree protection measures to be implemented during the construction of the highway works.

Reason: To ensure the provision of a safe vehicular access to the site, and a safe pedestrian access for the occupiers of the dwellings to access the shops and other services available in Wrea Green as required by Policy HL2 of the Fylde Borough Local Plan.

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

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

- 5. The whole of the external works and landscaping as indicated on the Hard Landscaping and Planting Plan drawings hereby approved and listed under condition 2 of this planning permission shall be implemented and subsequently maintained for a period of 10 years following the completion of the works. Maintenance shall comprise and include for the replacement of any trees, shrubs or hedges that are removed, dying, being seriously damaged or becoming seriously diseased within the above specified period, which shall be replaced by trees of a similar size and species. The whole of the planted areas shall be kept free of weeds, trees shall be pruned or thinned, at the appropriate times in accordance with current silvicultural practice. All tree stakes, ties, guys, guards and protective fencing shall be maintained in good repair and renewed as necessary. Mulching is required to a minimum layer of 75mm of spent mushroom compost or farm yard manure which should be applied around all tree and shrub planting after the initial watering. Weed growth over the whole of the planted area should be minimised. Any grassed area shall be kept mown to the appropriate height and managed in accordance with the approved scheme and programme.

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

- 6. Prior to the first occupation of each plot the boundary treatments between that plot and its neighbour and to the other communal areas of the site shall have been erected / planted in full accordance with the details shown on the approved landscaping scheme listed as condition 2 of this planning permission. These hedges and other boundary treatments shall be maintained and retained thereafter.

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

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

Reason: To ensure that the development has an appropriate scale and relationship to the

neighbouring dwellings as required by Policy HL2 of the Fylde Borough Local Plan.

8. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum:
- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
 - b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 - c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
 - d) Flood water exceedance routes, both on and off site;
 - e) A timetable for implementation, including phasing as applicable;
 - f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
 - g) Details of water quality controls, where applicable.

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

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

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

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

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

- 1. The arrangements for adoption by an appropriate public body or statutory undertaker,

management and maintenance by a Residents' Management Company

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

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

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

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

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

12. Prior to commencement of development, details of provisions for the nesting of bats and barn owls within the site or upon any structure shall be submitted to an agreed in writing with the Local Planning Authority and thereafter subsequently implemented and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to provide opportunities for the use of the new dwellings by these protected species so as to enhance the biodiversity of the area in accordance with Policy EP19 of the Fylde Borough Local Plan.

13. No works shall commence until full details of the number, location and type of replacement nesting opportunities for bird species has been submitted to and approved in writing by Fylde Borough Council. The approved details shall be implemented in full.

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

14. No works shall commence until a site specific method statement to outline how the development of the site is to be implemented to minimise the potential risk of disturbance to Great Crested Newts is submitted has been submitted to and approved in writing by Fylde Borough Council. The approved details shall utilise methods provided in Appendix 3 of the Ecological Appraisal submitted within this application and shall be implemented in full.

Reason: To ensure the maintenance of appropriate level and quality of nesting opportunities for

birds within the site in accordance with Policy EP19 of the Fylde Borough Local Plan, as altered (October 2005) and Paragraph 118 of the NPPF.

15. Prior to any development activity commencing, retained trees, either individually or, where appropriate, as groups, will be protected by erecting HERAS fencing at the Root Protection Areas (RPAs) identified in the arboricultural survey.

Within, or at the perimeter of, these root protection areas, all of the following activities are prohibited:

1. Lighting of fires;
2. Storage of site equipment, vehicles, or materials of any kind;
 - The disposal of arisings or any site waste;
 - Any excavation;
 - The washing out of any containers used on site.

HERAS fencing must not be removed or relocated to shorter distances from the tree without the prior agreement of the Local Planning Authority. Any work to retained trees to facilitate development or site activity must (a) be agreed in advance with the Local Planning Authority and (b) must meet the requirements of BS3998:2010 Tree Work - recommendations.

Reason: To ensure that tree root damage and damage to the aerial parts of retained trees is avoided so that the trees' health and visual amenity is not diminished by development activity.

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

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

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

17. None of the dwellings shall be occupied until a scheme for the ongoing maintenance of the communal areas of the development (internal roads and footways, the areas of landscaping and associated features including street lighting, signage, drains and boundary treatment) has been submitted to and approved in writing by the local planning authority. The communal areas shall thereafter be maintained in accordance with the approved scheme.

Reason: To provide appropriate certainty that these areas are to be maintained to a standard that accords with the character of the surrounding area as required by Policy HL2 of the Fylde Borough Local Plan.

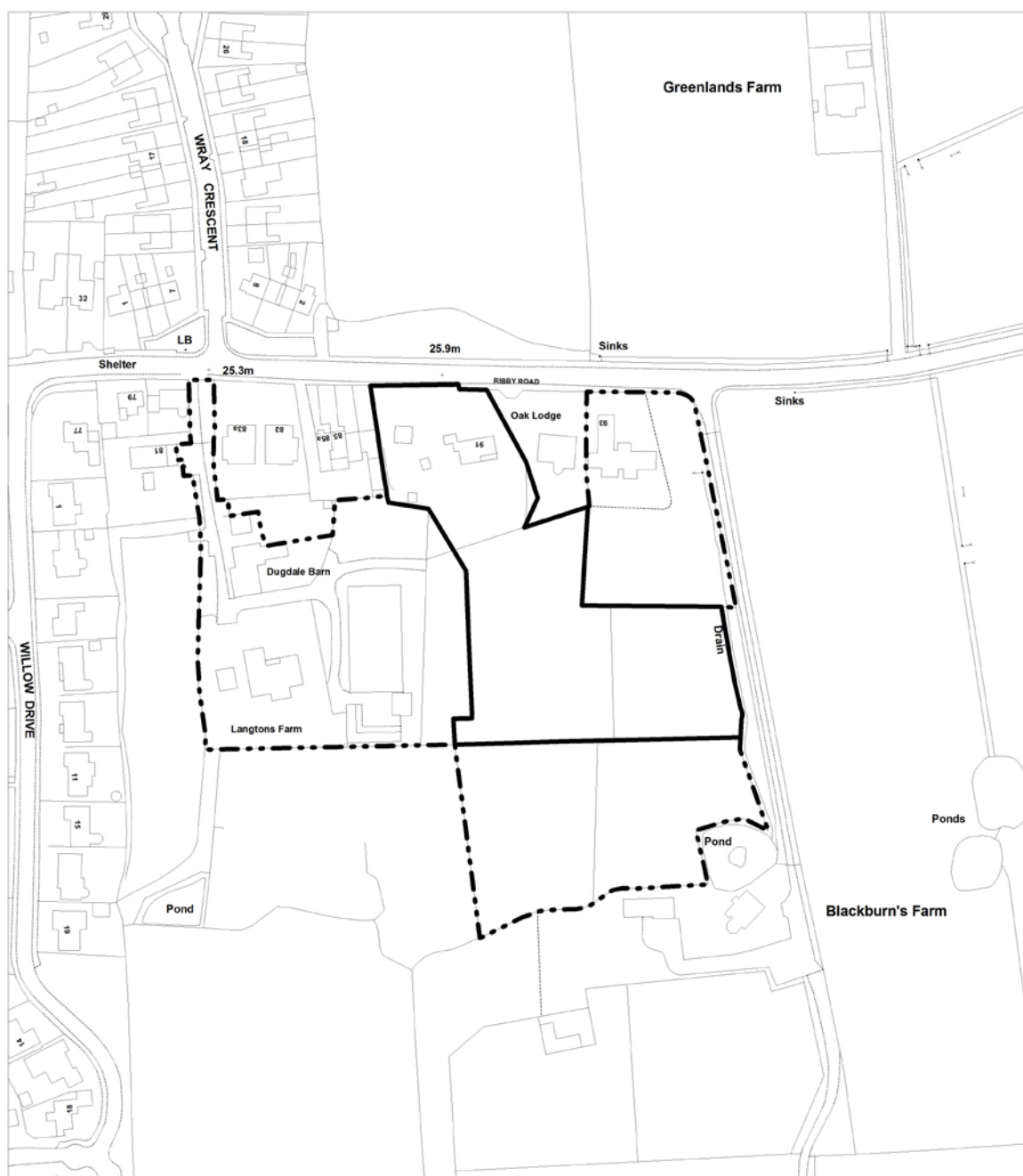
18. That all first floor rooflights throughout the development shall be fitted with obscure glazing to a minimum of level 3 on the Pilkington Scale (where 1 is the lowest and 5 the greatest level of obscurity) and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor level of the room in which the window is installed. The duly installed window shall be retained as such thereafter.

Reason: To safeguard the privacy of occupiers of neighbouring dwellings and to ensure satisfactory levels of amenity for adjoining residents in accordance with the requirements of Fylde Borough Local Plan policy HL2.

19. Notwithstanding the provision of the following legislation, or any Order revoking or re-enacting that Order, no further development of the dwellings or curtilages relevant to this legislation shall be carried out without Planning Permission:

- Schedule 2, Part 1, Class A, B, C & E of the Town and Country Planning (General Permitted Development)(England) Order 2015
- Schedule 2, Part 2, Class A & B of the Town and Country Planning (General Permitted Development)(England) Order 2015

Reason: To ensure that the Local Planning Authority has control over any future development of the dwellings which may adversely affect the character and appearance of the dwellings and the surrounding area, or impact on neighbouring amenity as required by Policy HL2 of the Fylde Borough Local Plan.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0138	Address 91 Ribby Road, Wrea Green	Grid Ref. E.3403 : N.4316	Scale 0 10 20 30 40 m

Item Number: 6

Committee Date: 28 June 2017

Application Reference:	17/0149	Type of Application:	Full Planning Permission
Applicant:	Mr Threlfall	Agent :	CFM Consultants Ltd
Location:	REAM HILLS FARM, MYTHOP ROAD, WEETON WITH PREESE, PRESTON, PR4 3NB		
Proposal:	ERECTION OF TERRACE OF SINGLE STOREY BUILDINGS FOR 215m2 INDUSTRIAL (CLASS B2) SPACE AND 1,130m2 STORAGE (CLASS B8) SPACE		
Parish:	STAINING AND WEETON	Area Team:	Area Team 1
Weeks on Hand:	15	Case Officer:	Alan Pinder
Reason for Delay:	Need to determine at Committee		

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

<https://www.google.co.uk/maps/@53.7979142,-2.9586645,554m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application relates to the erection of new buildings to provide secure storage facilities and an industrial unit related to vehicle restoration works within an existing long established commercial storage operation in the countryside outside of Weeton village.

Policies SP2 and SP8 of the local plan relate to the expansion of commercial enterprises in countryside areas and so are relevant to this proposal. Policy SP2 permits such development provided it is required for the continuation of an existing enterprise, and Policy SP8 permits expansions provided they do not have an adverse impact on the countryside, do not increase the developed area of the site and do not increase the height of buildings.

As this proposal all remains within a compounded area surrounded by planted mounds it is considered to comply with these requirements. Hence overall the development is in accordance with Policies SP2 and SP8. Furthermore these policies are consistent with para 28 of the NPPF which supports the sustainable growth and expansion of all types of businesses in rural areas, both through conversion of existing buildings and well-designed new buildings. The application is therefore recommended for approval subject to conditions tying the use of the units to the existing lawful vehicle storage use of the site.

Reason for Reporting to Committee

The proposal is for development which is 'major' in scale and so under the council's scheme of delegation it is to be determined by the Planning Committee given that the officer recommendation is to support the application.

Site Description and Location

Ream Hills Farm is located to the north of the M55 and accessed from Mythop Road to the west of Weeton village. The site began as a farm but has diversified to include a water park, caravan and camping site, holiday park, and vehicle storage operation. Agricultural activity remains and is associated with the rearing of deer.

The application site is part of the existing compound area within which are located former agricultural buildings that are now in lawful use for vehicle storage. The surrounding area is a gravel / road planing surfaced area on which vehicles are stored external to the buildings. The compound is surrounded by a 4m high mound that has become established by planting and so serves as an effective screen from off-site views, with this assisted by the location of the site in the rural landscape.

Details of Proposal

Planning permission is sought for the construction of an 'L' shaped single storey industrial building, providing 1,345 square metres of internal floor area, and constructed from profiled metal sheeting (colour matched to the existing storage buildings) over a steel portal frame. The building would be sited within the established storage compound area, alongside and to the west of the existing industrial type buildings currently used for storage, and would be divided internally to provide two units with floor areas 510 and 620 square metres for vehicle storage (Use Class B8) and one unit with a floor area of 215 square metres for Use Class B2 (general industrial) for use incidental to the vehicle storage use (minor vehicle restoration and repair).

The scheme also includes landscaping in the form of additional tree planting along the south and north west boundaries of the storage compound.

Relevant Planning History

Application No.	Development	Decision	Date
17/0252	ADVERTISEMENT CONSENT FOR 3 NON ILLUMINATED POST SIGNS TO THE RIGHT AND LEFT HAND SIDE OF THE ENTRANCE	Split Decision	05/06/2017
17/0038	RETROSPECTIVE APPLICATION FOR ERECTION OF A TWO STOREY TIMBER BUILDING TO BE USED AS HOLIDAY ACCOMMODATION AS A REPLACEMENT FOR APPROVED SINGLE STOREY HOLIDAY LODGE	Refused	21/03/2017
16/0068	USE OF LAND FOR SITING OF 18 NO. HOLIDAY LODGES (ADDITIONAL TO 6 NO. EXISTING LODGES) WITH FORMATION OF INTERNAL ACCESS ROAD, DECKING AREAS, PARKING AREAS AND OTHER ANCILLARY WORKS	Granted	09/08/2016
DISC/14/0867	APPLICATION TO DISCHARGE PLANNING CONDITION 9 OF PLANNING PERMISSION 14/0867	Advice Issued	11/06/2015
14/0867	PROPOSED VARIATION OF CONDITION 3 OF PLANNING PERMISSION 12/0356 TO INCREASE NUMBER OF TOURING CARAVAN PITCHES FROM 25 TO 51 WITH NO ALTERATIONS TO SITE	Granted	27/04/2015

14/0862	AREA. PROPOSED RELOCATION OF TENTING FIELD ASSOCIATED WITH PLANNING PERMISSION 12/0356, FORMATION OF INTERNAL ACCESS ROAD, AND USE OF PREVIOUSLY APPROVED TENTING FIELD FOR AGRICULTURE	Granted	27/04/2015
14/0460	COUNTY MATTER APPLICATION FOR CONSTRUCTION OF A BUND WITH SOILS AND INERT WASTE	Raise Objections	23/07/2014
14/0153	PROPOSED ERECTION OF AGRICULTURAL LIVESTOCK BUILDING (PART RETROSPECTIVE)	Granted	03/11/2014
AG/13/0005	PRIOR NOTIFICATION FOR PROPOSED ERECTION OF AGRICULTURAL BUILDING TO HOUSE DEER	Permission Required	24/12/2013
12/0709	PROPOSED ERECTION OF ANCILLARY FACILITIES TO SUPPORT CARAVAN SITE (2 X TOILET BLOCKS, TICKET OFFICE, ACCESS TRACKS AND LANDSCAPING)	Granted	21/02/2013
12/0659	VARIATION OF CONDITION 4 OF PLANNING PERMISSION 12/0356 TO REMOVE REQUIREMENT FOR DOCUMENTARY EVIDENCE IN SUPPORT OF HOLIDAY USE, AND VARIATION OF CONDITION 6 OF PLANNING PERMISSION 12/0356 TO EXCLUDE HOLIDAY LODGES FROM REQUIREMENT TO BE ASSOCIATED WITH EXISTING LEISURE FACILITY	Granted	30/01/2013
12/0356	CHANGE OF USE OF LAND TO HOLIDAY LODGE AND TOURING PARK, COMPRISING OF 6 LODGES, 25 TOURING PITCHES AND A TENTING FIELD.	Granted	22/08/2012
12/0068	CHANGE OF USE OF LAND AND BUILDINGS TO GENERAL STORAGE IN ADDITION TO EXISTING STORAGE OF ACCIDENT DAMAGED AND POLICE RECOVERED VEHICLES, AND EXTENSION OF AREA AUTHORISED FOR SUCH STORAGE	Granted	19/11/2013
11/0676	CERTIFICATE OF LAWFULNESS APPLICATION FOR EXISTING USE OF BOATS ON THE LAKE.	Withdrawn by Applicant	20/01/2012
11/0445	ADVERTISEMENT CONSENT TO DISPLAY 3 X NON ILLUMINATED HOARDING SIGNS: 2 AT ENTRANCE TO REAM HILLS FARM, 1 AT JUNCTION OF CHAIN LANE AND MYTHOP ROAD	Refused	23/08/2011
11/0002	RETROSPECTIVE CHANGE OF USE FROM FISHING LAKE TO MIXED USE OF FISHING LAKE AND WAKEBOARDING FACILITY. RETENTION OF VARIOUS ASSOCIATED STRUCTURES INCLUDING PYLONS AND TOW CABLE ASSOCIATED WITH WAKEBOARDING, CHANGING ROOM AND STORE BUILDING, TOILET BUILDING, CAFE, FISHING CLUBHOUSE, DECKING AREA AND WOODEN WALKWAY.	Granted	15/03/2011
10/0673	RETROSPECTIVE APPLICATION FOR OFFICE EXTENSION AND BALCONY	Granted	24/08/2011
09/0437	LANCASHIRE COUNTY COUNCIL APPLICATION - RAISE LEVELS TO FORM NEW PADDOCK	Raise No Objection	29/07/2009
09/0151	CLEAN FILL AND TOP SOIL TO FORM GRASS PADDOCK	Withdrawn by Applicant	25/03/2009
05/0931	CHANGE OF USE OF PART OF BUILDING TO	Granted	04/11/2005

AG/05/0005	HELICOPTER SERVICE AREA AND NEW HARD STANDING AREA FOR HELICOPTER LANDING. AGRICULTURAL DETERMINATION FOR DEER SHED.	Permission not required	26/10/2005
AG/05/0001	AGRICULTURAL DETERMINATION FOR DEER SHED	Permission not required	24/05/2005

The planning history for this site is extensive hence only those applications dating from 2005 onwards are included above.

Relevant Planning Appeals History

Application No.	Development	Decision	Date
14/0866	CONSULTATION ON COUNTY MATTER APPLICATION LCC/2014/0160 FOR ERECTION OF BUND	Allowed	30/09/2015

Parish/Town Council Observations

Weeton with Preese Parish Council notified on 14 March 2017 and comment:

"Parish Council has concerns of additional traffic on Mythop Road."

Statutory Consultees and Observations of Other Interested Parties

Regeneration Team (Trees)

No objections. The areas where these units might be sited is bounded by a 3 metre earth bund. No trees exist inside that earth bund but a young pioneer species woodland lies beyond it, presumably a landscaping condition for earlier permissions.

For me, there's only the issue of some planting to screen the proposed units yet further and increase amenity inside the site, but as submitted plans indicate an intention to do this I'm happy to go with a condition to get a scheme for planting.

Lancashire County Council - Highway Authority

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

Access to the site is via an existing highway access and this will remain unchanged.

The proposals will increase the usable undercover storage area of the existing business and as such shouldn't increase the traffic generated by the site much beyond that already existing. If the development were to be used as individual industrial units/B8 storage units then the increase in traffic as indicated by the national TRICS database (industry standard traffic generation database) would be in the region of 15 two way trips in the am peak and 7 two way trips in the pm peak. These figures could be easily handled by the local highway network and couldn't be viewed as causing severe issues and therefore would not be grounds for a highways objection.

Joint Lancashire Structure Plan recommendations for parking spaces (read in lieu of local parking guidelines) suggest that for the size of this development there should be 15 parking spaces provided. The submitted drawing RH/04511/004 Rev A shows a total of 16 parking spaces for the new development and so this is deemed acceptable. It should be noted, however, that none are marked up on the drawing as impaired mobility (disabled) spaces.

Planning Policy Team

The application proposal is for a building containing a total of three (3no) industrial units in the form of an "L" shape layout, to the rear of the existing industrial units at the site. Units would consist of two Class B8 units, of 510 and 620sq m and one small unit for Class B2, of just 215sq m. I note from the Planning Statement incorporating Design & Access Statement that consideration is given to paragraph 19 and also paragraph 28 of the NPPF; although no distinction is made in the document between paragraphs concerning plan-making and decision-taking. Nevertheless it is clear to me that the proposed development and its location accord with the objectives of these two paragraphs.

In considering some of the policies of the Fylde Local Plan to 2032 (Publication Version) it is clear to me that the proposed development accords with Policies GD4 and EC2. Furthermore I see no impediment to you agreeing that the application also conforms to the various criteria of NP1, GD7, T5, ENV1 and ENV2, although I offer no specific further opinion on conformity with these policies.

In conclusion I am confident that for the reasons stated above you could find the proposed development accords with the Fylde Local Plan to 2032 (Publication Version), a document which I consider is a material consideration and should be given significant weight in making your decision.

Notwithstanding the above, it is for the decision maker to factor in any other material considerations to determine the weight to be attached to these material considerations as part of the planning balance.

United Utilities

No objections to the proposal subject to conditions requiring separate surface and foul water drainage and the use of SUDS for surface water drainage

Neighbour Observations

Neighbours notified:	14 March 2017
Press Notice Date:	23 March 2017
Number of Responses	None

Relevant Planning Policy

Fylde Borough Local Plan:

SP02	Development in countryside areas
SP08	Expansion of existing business & commercial operations
SP09	Diversification of rural economy

EP11 Building design & landscape character

Fylde Local Plan to 2032:

GD4	Development in the Countryside
GD7	Achieving Good Design in Development
EC2	Employment Opportunities

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 application site lies outside of any settlement boundary and within countryside as designated in the adopted and emerging local plans. As such the principle issues to consider in the determination of this application are contained in the criteria provided in policies SP2 and SP8 of the Fylde Borough Local Plan. Policy SP2 permits development within countryside provided that it falls within one of five categories. In this instance the fifth category is most relevant and states development will be permitted if it is essentially required for the continuation of an existing enterprise. Policy SP8 relates to the expansion of existing commercial operations located within countryside subject to accordance with four criteria. Compliance with these policy requirements is assessed as follows:

Principle of the Development

The application site forms part of the site for an existing long established vehicle recovery and insurance holding area/storage operation, which utilises former agricultural buildings and surrounding hardstanding located within a bunded compound area. The additional units, for which permission is now sought, are required to increase the undercover storage capability of the site due to certain insurance companies and other clients requiring their vehicles to be stored separately and securely. The principle of carrying out this type of activity from this site has already been established and needs no further consideration.

Para 28 of the National Planning Policy Framework (NPPF) supports the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings. This accords with the aims of policy SP2 of the local plan, which permits development required for the continuation of an existing rural enterprise. Furthermore, paras 17 and 111 of the NPPF encourage and support the reuse of previously developed land where that land is not of high environmental value.

In this instance the proposed buildings are to be located within the existing compound area on an area of hardstanding currently used for the external storage of recovered vehicles. Hence the proposal represents development of previously developed land which would not encroach into the

wider open countryside area. Having regard to the provisions of both the NPPF and policy SP2 of the Fylde Borough Local Plan it is considered that the expansion of the existing business, by way of providing additional storage units, is acceptable in principle subject to the acceptability of impacts that may otherwise result in unacceptable detriment to the character and appearance of the wider countryside and harm to the amenity of neighbouring residential properties.

Visual Impact

The proposed units are to be located within the existing bunded compound area that is already in use for the external storage of recovered vehicles. The units would be of a lesser height than the existing storage units within the compound and would be constructed of profiled metal sheeting (colour matched to that of the existing buildings) over a steel portal frame. The compound area is already partially screened by the 4 metre high bunding and a small woodland area adjoining the south west boundary of the compound, and the proposal includes additional planting/landscaping along the north west and south west boundaries of the compound to provide additional screening. The proposed units would be adequately screened from views from the north east by the existing taller storage buildings and views to the south east by the tall flora that runs alongside the M55 motorway.

Overall it is considered that the visual impact of the proposed development would be acceptable and the scale, appearance and siting of the proposal satisfies all the criteria of policy SP8 of the Local Plan.

These policy considerations are carried forward to the emerging Fylde Local Plan to 2032 where Policy GD4 is the relevant policy for development in the Countryside. One of the elements of development that this allows is *“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”*. Given the issues discussed earlier, this scheme also complies with this emerging Plan policy.

Neighbour Amenities

The only residential property in close proximity to the site, and which may be potentially affected, is the dwelling associated with the site and in which the applicant lives, namely 'Ream Hills'. Having regard to the fact that this property is the residence of the applicant it is not considered that the proposal would have an undue impact on the amenity of neighbouring residential properties. This notwithstanding the nature of the existing commercial operation is such that the proposal would add little additional impact in terms of neighbour amenity.

Highways Impacts

The Parish Council have expressed their concern regarding potential impacts on the wider highway network due to a resulting increase in traffic movements to and from the site. County Highways have been consulted on the proposal and following their assessment have raised no objections as in their opinion any additional increase in traffic would be minimal. This notwithstanding they have assessed that the surrounding highway network could readily handle 30 additional vehicle trips at peak morning time and 14 at peak afternoon. With regard to on site parking provision the submitted scheme indicates 16 parking spaces, which exceeds the minimum 15 required by county parking standards for this form of development.

Other Matters

The proposal represents development on previously developed land that currently used for the external storage of vehicles, and involves no demolition or removal of existing structures. As such the development raises no ecological issues for consideration. Similarly the site does not fall within

a flood zone and hence flooding within the site is not a concern.

Conclusions

The application relates to the construction of additional secure storage facilities within an existing long established storage operation in the countryside outside of Weeton village. Policies SP2 and SP8 of the local plan relate to the expansion of commercial enterprises in countryside areas and so are relevant to this proposal. SP2 permits such development provided it is required for the continuation of an existing enterprise and SP8 permits expansions provided they do not have an adverse impact on the countryside, do not increase the developed area of the site and do not increase the height of buildings. As this proposal all remains within a compounded area surrounded by planted mounds it complies with these requirements. Hence overall the development is in accordance with Policies SP2 and SP8. Furthermore these policies are consistent with para 28 of the NPPF which supports the sustainable growth and expansion of all types of businesses in rural areas, both through conversion of existing buildings and well-designed new buildings. The application is therefore recommended for approval subject to conditions tying the use of the units to the existing lawful vehicle storage use of the site.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

Approved plans:

- Location Plan - Dwg no's RH/04511/001 and RH/04511/011
- Proposed Site Plan - Dwg no. RH/04511/004 Rev A
- Proposed Unit Elevations - Dwg no. RH/04511/005 Rev A
- Proposed Site Sections - Dwg no. RH/04511/004 Rev A
- Proposed Unit Levels - Dwg no. RH/04511/007 Rev B
- Proposed Site Layout - Dwg no. RH/04511/008 Rev B
- North and Westerly Views - Dwg no. RH/04511/009
- Site Section AA - Dwg no. RH/04511/010 Rev A
- Proposed Site Section - Dwg no. RH/04511/012

Supporting Reports:

- Design and Access Statement - Produced by Shepherd Planning and dated January 2017

Reason: To provide clarity to the permission.

3. Unless alternative details have first been submitted to and approved in writing by the Local Planning Authority, the development shall be constructed in accordance with the materials detailed on the approved drawing, dwg no. RH/04511/005

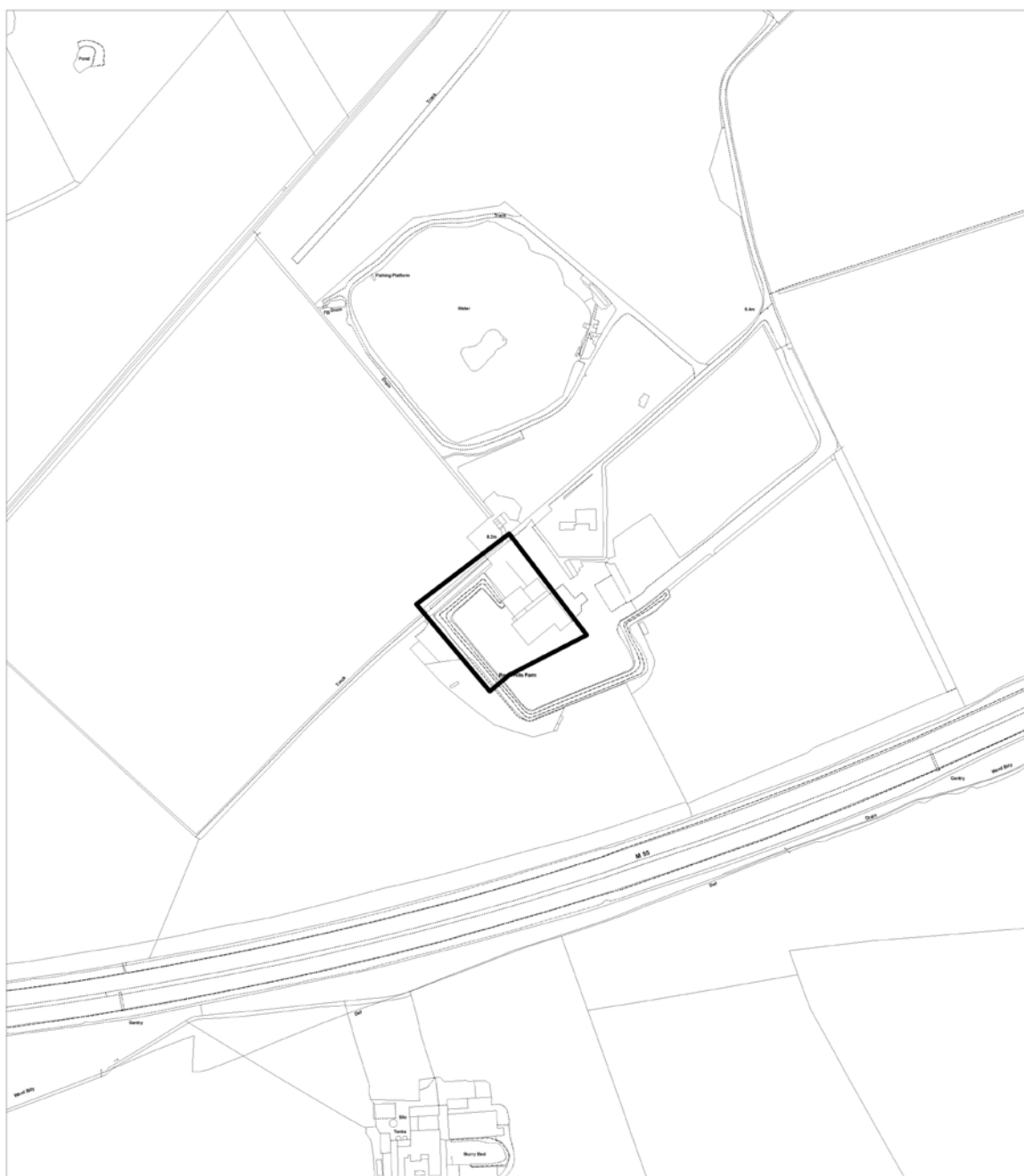
Reason: To ensure use of appropriate materials which are sympathetic to the character of the existing surrounding buildings.

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

Reason: To ensure appropriate landscaping of the site in the interests of visual amenity, to enhance the character of the street scene and to provide biodiversity enhancements in accordance with the requirements of Fylde Borough Local Plan policies EP14 and EP18, and the National Planning Policy Framework.

5. Units 1 and 2, as indicated on the approved plan (dwg no. RH/04511/008 Rev B), shall be used for the storage of motor vehicles only and for no other purposes falling within Use Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended). Unit 3, as indicated on the same approved plan, shall be utilised only for vehicle restoration and repair which are required incidentally to the vehicle storage use of units 1 and 2, and for no other use falling within Use Class B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To ensure that no other use commences without the prior permission of the Local Planning Authority and to enable other uses to be considered on their merits.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0149	Address Ream Hills Farm, Mythop Road, Weeton	Grid Ref. E.3368 : N.4339	Scale 0 25 50 75 100 m

Item Number: 7

Committee Date: 28 June 2017

Application Reference:	17/0155	Type of Application:	Householder Planning Application
Applicant:	Miss E Silverwood	Agent :	Mr D Partington
Location:	28 MEDLAR LANE, GREENHALGH WITH THISTLETON, PRESTON, PR4 3HR		
Proposal:	PROPOSED ERECTION OF TWO STOREY SIDE AND REAR EXTENSION WITH JULIETTE BALCONY AND ERECTION OF FRONT PORCH.		
Parish:	SINGLETON AND GREENHALGH	Area Team:	Area Team 2
Weeks on Hand:	18	Case Officer:	Andrew Stell
Reason for Delay:	Held in abeyance at applicant's request		

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

<https://www.google.co.uk/maps/@53.8139559,-2.892138,554m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

The application property relates to the extension of a semidetached house located within a cluster of other such properties in Greenhalgh. The site is located within the Countryside in the Fylde Borough Local Plan and as carried forward in the Fylde Local Plan to 2032.

The proposal is a two storey extension to the side of the property and projecting to the rear. It provides an integral garage and bathroom at ground floor with connecting corridor and additional staircase leading to an open lounge area at first floor.

The extension has a considerable scale that roughly doubles the footprint and volume of the existing property. As such it impacts on the scale of the dwelling as it appears alongside its direct neighbours, in the wider group of properties, and in the wider countryside. This impact is such that it is in conflict with the visual and scale requirements of Policy HL4 of the Fylde Borough Local Plan, and the scale requirements of Policy H7 of the Fylde Local Plan to 2032. These policies are designed to ensure that the stock of smaller properties is not diminished in rural areas and the extension of such properties does not harm the character of these rural areas. There are also concerns over elements of the design to the extension.

Officers have sought to secure reductions to the scale of the proposal and enhancements to its design, but the applicant has expressed a preference that the application be determined as submitted, hence the application is on this agenda with a recommendation for refusal.

Reason for Reporting to Committee

The applicant is a serving Councillor and so the application must be considered by the Planning Committee under the Scheme of Delegation irrespective of officer recommendation.

Site Description and Location

The application site is one of a pair of two-storey semi-detached dwellings situated on the south side of Medlar Lane to the east of Fleetwood Road and is situated in an area designated as countryside within both the Fylde Borough Local Plan and the submission version of the Fylde Local Plan to 2032. To the rear and side of the dwelling is open countryside, with further residential properties to the other side and opposite but with countryside beyond them.

A Public Right of Way (PROW) crosses the field at the rear and so offers long range views of the rear and gable elevations of the application site from both Medlar Lane and this PROW.

Details of Proposal

Permission is sought for the erection of a two storey side and rear extension and a front porch.

The proposed side and rear addition would be slightly set back from the front elevation of the house and projects from the gable by 5m with an overall depth of 10m with 5m of this beyond the rear elevation of the existing property. The eaves of the extension would match the eaves height of the existing dwelling (5m) with the ridge height proposed at 6.7m which is 200mm below the ridge of the original property. It is proposed to use matching brickwork to the walls and grey slate to the roof. New windows and doors are proposed to be brown upvc.

The proposals would create an integral garage and bathroom at ground floor and a 'living area' at first floor which would have two large windows in the gable, two front facing windows, and double doors with a Juliette balcony at the rear.

The porch projects from the front elevation by 1.5m for a width of 2.5m to surround the front door which is located centrally on that elevation. It is constructed in materials to match the property with 2.5m eaves and a 3.3m ridge height.

Relevant Planning History

Application No.	Development	Decision	Date
91/0660	SIDE EXTENSION TO FORM GARAGE WITH 2 BEDROOMS OVER	Granted	04/12/1991

Relevant Planning Appeals History

None

Parish/Town Council Observations

Greenhalgh with Thistleton Parish Council notified on 24 February 2017 and comment:

"Parish Council has no specific observations to make on the application."

Statutory Consultees and Observations of Other Interested Parties

None to report.

Neighbour Observations

Neighbours notified: 24 February 2017
Number of Responses: None

Relevant Planning Policy

Fylde Borough Local Plan:

SP02	Development in countryside areas
HL4	Scale of Extensions and Replacement Dwellings in Countryside
HL05	House extensions
EP11	Building Design and Landscape Character

Fylde Local Plan to 2032

Policy GD1:	Settlement Boundaries
Policy GD4	Development in the Countryside
Policy GD7	Achieving Good Design in Development
Policy H7	Replacements of, and Extensions to, Existing Homes in the Countryside

Other Relevant Guidance:

NPPF:	National Planning Policy Framework
NPPG:	National Planning Practice Guidance
	Residential Design Guides in Extending Your Home 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

Principle

The application site is located in the Countryside area under Policy SP2 of the Fylde Borough Local Plan, and will be carried forward as such in Policy GD4 of the emerging Fylde Local Plan to 2032. In such areas the principle of residential extensions is acceptable subject to the normal planning criteria as examined below with reference to Policy HL5 of the adopted Plan and Policy GD7 of the emerging Plan. A further assessment applies in countryside areas which relates to the overall scale of the extension to the property and how it impacts on the open character of the countryside and to the scale of surrounding properties as required by Policy HL4 of the adopted Plan and Policy H7 of the emerging Plan.

Scale of Proposal in Countryside

The property forms part of a small cluster of development featuring a number of semi-detached properties that were built with the application property, a restaurant, and a number of more recent properties that have been constructed on the site of the Blue Anchor pub that was demolished around 5 years ago. These combine to have an impact on the character of the surrounding

countryside. However, the application property is at the edge of the cluster and so has a greater impact than others given that it is viewed across open countryside from the rear and side, and in longer views from the front across the dwellings opposite.

Policy HL4 of the Fylde Borough Local Plan was introduced in an attempt to ensure that where extensions (or replacements) of existing countryside properties are proposed these are not so excessive in scale that the extension would dominate the surrounding countryside or be out of scale with its neighbours. The supporting text refers to a maximum of a 33% increase in the volume of the original dwelling as being a guideline to assess whether a particular extension is likely to cause such harm, although as this is not part of the Policy there is a need to assess the impact on a case-by-case basis to ensure the rural character of an area is preserved by each particular proposal. Policy H7 of the emerging Fylde Local Plan to 2032 continues the requirement to retain the rural character of the area but also refers to the justification for the policy being to retain the stock of smaller properties in rural areas. This Policy also looks at the design of a particular extension, but introduces a requirement that no extension can exceed a 33% increase in the ground floor area of the original dwelling.

Policy HL4 has development plan status and so full weight in the decision making. Policy H7 has less weight given that the plan is currently mid-way through its examination, but it is prepared with up-to-date evidence and has not been subject to significant levels of objection so must be given considerable weight.

With regards to the 'scale' element of Policy HL4 of the adopted Plan, the extension involves a 93% increase in the volume of the original dwelling (excluding the detached garage that exists on site but is not original). This clearly conflicts with the supporting guidance to that Policy to a significant degree.

With regards to the 'scale' element Policy H7 of the emerging Plan, the extension involves a 97% increase in the footprint of the original dwelling (again excluding the garage) and so conflicts with that Policy to a significant degree also.

Policy HL4 requires that an assessment is made of the actual impact of the proposed extension on the character of the surrounding rural area. In this case there are some mitigating circumstances through the dwelling being part of a cluster of other properties, being screened by existing hedgerows to the site frontage and that there has been other development in the area in recent years through the residential development of the Blue Anchor site. However, the proposal will result in a very significant increase to the dwelling that will effectively double its scale, will effectively double its depth when viewed from the surrounding countryside aspects to the side from Medlar Lane, will significantly increase its width from the front, and will be notably larger than the other properties in the area. These give a significant increase in the scale of the dwelling which is a clear conflict with the requirement of this adopted development plan policy that is not mitigated by the other factors.

Policy H7 also requires an assessment of the impact, but this is only where the 'scale' test is passed and so a proposal that is above a 33% increase in the original footprint is contrary to the Policy irrespective of any assessment of its impact on the countryside. Notwithstanding that, the commentary in the preceding paragraph explains that this proposal is also unacceptable in 'impact' terms and so it conflicts with both elements of this Policy.

The porch feature adds to the scale of development, but has a lesser impact on the character of the countryside and so is not of concern in this respect.

Design and Appearance

Criteria 1 of Policy HL5 of the Fylde Borough Local Plan requires that an extension is in keeping with the existing building and streetscene in terms of its design and scale. This is reflected in the emerging Plan through criteria c of Policy GD7 which requires that new development has (amongst other factors) a scale, design, architectural character, proportion that relates well to the surrounding context; and criteria g relating to development being sympathetic to the visual amenities of the area. Further guidance on this is provided by the Joint House Extensions Guide with Design Note 1 saying that the main design features of the original dwelling should be reflected in an extension, and Design Note 2 explaining that an extension should have a bulk and scale that is subordinate to the original property.

The property is a semi-detached house and has not been previously extended. As explained above the extension is sizeable and increases the overall width of the property from the existing 8.8m to 13.8m and the depth increases from 5.8m to 11m with all this increase at two storey.

Given the extent of this increase it is considered that the proposal will dominate the existing property and will not appear as a subordinate extension as is required by the council's SPD. There are further design concerns with the introduction of two large horizontal emphasis windows to the side elevation and the introduction of a hipped roof to the rear elevation that conflicts with the entirely gabled roof treatment the dwelling and its neighbours. The increase in scale and the resultant change to the appearance of the property and in a streetscene where the general similarity of the properties is a feature will conflict with the requirements of the quoted Design Notes from the house extension SPD, criteria 1 of Policy HL5, and to criteria c and g of Policy GD7.

The proposals would be highly visible from surrounding countryside, particularly when viewing the rear elevation of the properties forming the cul-de-sac of properties from the PROW to the south and when travelling towards the site along Medlar Lane in a westerley direction from Oak Farm and Medlar Hall Farm. Due to the scale, design and massing of the proposed extensions, they would be detrimental to visual amenity and the rural character and appearance of the area, contrary to Policy EP11 of the adopted Plan.

Relationship to Neighbours

The semi-detached nature of the property means that there is a need to consider the relationship to the adjoining dwelling, as is the case with the property opposite. However, with the property being surrounded by open countryside to the side and rear there are no near neighbours in those directions that could be impacted by the proposal.

The adjoining property has a single storey extension to the rear with a projection of around 3.5m. The proposed extension is separated from the boundary with this dwelling by around 8m, with established vegetation forming this boundary beyond the rear of the extension. At this separation and relationship it is not considered that the two storey extension to the rear of the property has any adverse impact on this neighbour despite the 5m projection at two storey.

The property opposite is separated from the extension by over 30m which is an adequate distance to avoid any undue privacy, massing or other such impacts.

As such the proposal has an acceptable relationship to its neighbours in all regards and complies with criteria 2 of Policy HL5, and Policy GD7 in that respect.

Scale of development on the plot

The proposal retains appropriate levels of amenity space and so complies with criteria 3 of Policy HL5, and Policy GD7.

Parking and Access Arrangements

The proposal removes the existing garage but includes an integral garage as a replacement. Irrespective of this the setback from the highway ensures that adequate parking is retained within the frontage area to the dwelling and so the proposal retains an appropriate level of parking for the site and does not compromise the access arrangements or highway safety and so complies with criteria 4 and 5 of Policy HL5, and Policy GD7.

Other Matters

There are no other material considerations of note to influence the decision.

Conclusion

The proposed extension will be excessively large for the host building and so will dominate it to the detriment of the character of the building itself and as part of a collection of other similar properties. Furthermore the extension will be harmful to the character of the rural area within which the dwelling sits and to visual amenity. Accordingly, the proposal will conflict with the adopted and emerging development plan policies quoted in this report in respect of the scale and design of the extension, its visual impact, and to the scale of the extension on the property in a rural areas.

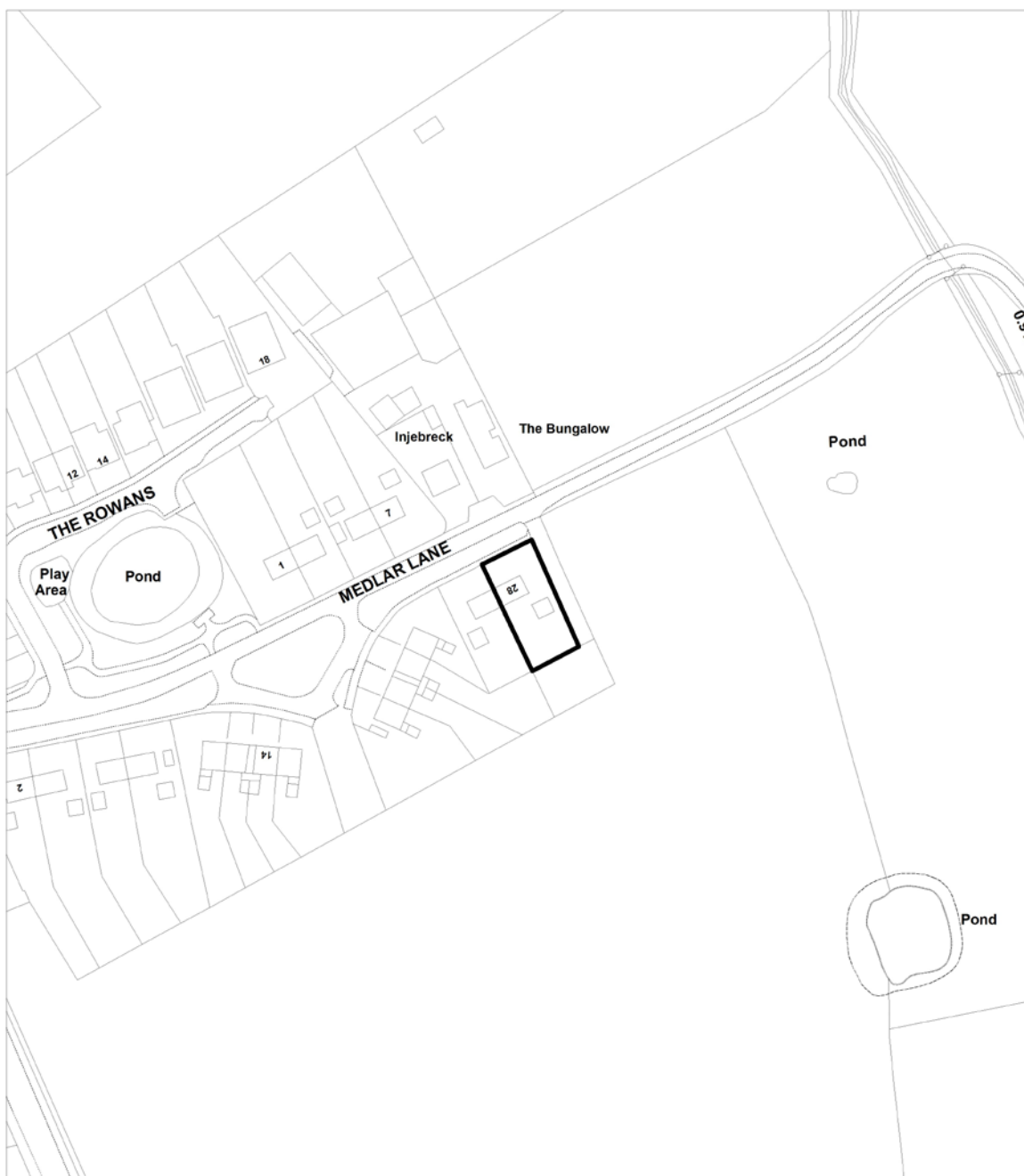
No mitigating factors are presented in the application to offset this harm and policy conflict and the applicant has not been able to revise the scheme to address officer concerns. Accordingly the application is recommended for refusal due to the conflict with elements of Policy HL5 and to Policy HL4 of the Fylde Borough Local Plan, and to Policy H7 and elements of Policy GD7 of the emerging Fylde Local Plan to 2032.

Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposed two storey extension to the side and to the rear has a scale, design and massing that will be harmful to the established rural character of the area and will conflict with the scale of the other dwellings in the immediate vicinity which contribute to that rural character and appearance. The proposal is therefore contrary to Policies HL4 and EP11 of the Fylde Borough Local Plan. Furthermore, the increase in scale of the dwelling will be contrary to the limits on the expansion of dwellings located in countryside locations imposed under Policy H7 of the Submission Version to the Fylde Local Plan to 2032. These policies are aimed at ensuring development has an appropriate scale and design in rural areas and so are consistent with guidance in para 58 of the NPPF and so the proposal is also contrary to that guidance.
2. The extension has a scale and massing that dominates the host property and introduces a series of features such as horizontal emphasis windows to the gable and a hipped roof to the rear element that conflict with the design characteristics of the host property and its neighbours. As such the design fails to respect that property and the contribution it makes to the streetscene in the immediately surrounding area and wider countryside area, contrary to the requirements of criteria 1 of Policy HL5 of the Fylde Borough Local Plan, and to criteria c and g of Policy GD7 of the Submission Version to the Fylde Local Plan to 2032. These policies are aimed at ensuring

development has an appropriate scale and design in rural areas so are consistent with guidance in para 58 of the NPPF and so the proposal is also contrary to that guidance.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0155	Address 28 Medlar Lane, Greenhalgh	Grid Ref. E.3413 : N.4356	Scale 0 6 12 18 24 m

Item Number: 8

Committee Date: 28 June 2017

Application Reference:	17/0191	Type of Application:	Variation of Condition
Applicant:	COOPER HOUSE RENEWABLES LIMITED	Agent :	Parker Dann Ltd
Location:	COOPER HOUSE FARM, KIRKHAM ROAD, NORTH OF BYPASS, FRECKLETON, PRESTON, PR4 1HX		
Proposal:	VARIATION OF CONDITION 8 ON PLANNING PERMISSION 15/0329 - TO EXTEND PERMISSION TO 30 YEARS		
Parish:	FRECKLETON EAST	Area Team:	Area Team 1
Weeks on Hand:	16	Case Officer:	Kieran Birch
Reason for Delay:	Need to determine at Committee		

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

<https://www.google.co.uk/maps/@53.7661457,-2.882705,1109m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application relates to a solar farm that has been constructed on land between Freckleton and Kirkham in recent months and is now operational. The planning permission enables it to operate on the site for a period of 25 years, and this application proposes to extend that period to 30 years.

This is considered acceptable given the additional economic and environmental benefits that the development will bring. Added to this the landscaping will have matured further lessening the visual impact. The development is therefore acceptable in principle. Conditions from the previous application will need to be repeated here.

Reason for Reporting to Committee

The Parish Council have objected to the application and so it is necessary for it to be considered by the Planning Committee.

Site Description and Location

The application site constitutes approximately 12.23 hectares of agricultural grassland located on land to the west of Kirkham Road, located between the settlements of Kirkham to the north and Freckleton to the south. The site is designated as being within the greenbelt under the adopted Fylde Borough Local Plan. To the east of the application site located along Kirkham Road and Lower Lane are a number of residential properties, and to the north is Kirkham prison. Surrounding the site are agricultural fields. Directly to the north of the application site is a public right of way (510 FP10) which transgresses to the south at the western point of the application site. There are overhead power lines crossing diagonally to the north and south, there is a transmitter mast located along the southern boundary.

There are two properties, including Cooper House Farm itself, that are situated immediately adjacent to the south / south-east boundary. The remainder of residential properties to the east (on the south-eastern outskirts of Kirkham) are some distance from the application site. The site is made up of three fields defined by hedgerow with some lengths of post and wire fencing, with isolated trees and dispersed ponds (former pits) within the site. In terms of topography the site and surrounding land is relatively flat. The landscape character of the wider area is mixed, there are low lying and undulating fields within which hedgerow and hedge trees and small strips of woodland. The solar park previously approved is now in place and the landscaping has been implemented.

Details of Proposal

The application is to vary condition 8 of application 15/0329 to allow the solar farm to operate for 30 years as oppose to 25 years. The applicants have previously applied for this but were advised to withdraw this application until the solar farm was operational and the landscaping had been planted. This is now the case and hence this application.

Relevant Planning History

Application No.	Development	Decision	Date
16/0463	VARIATION OF CONDITION 8 ON PLANNING PERMISSION 15/0329 - TO EXTEND PERMISSION FROM 25 TO 30 YEARS	Withdrawn by Applicant	28/07/2016
15/0800	VARIATION OF CONDITION 3 ON PLANNING PERMISSION 15/0329 TO AMEND DETAILS OF DNO/CLIENT SUBSTATIONS AND TRANSFORMER ROOM, AND TO RELOCATE THESE 60M TO SOUTH TO BE ADJACENT TO BARN AT COOPER HOUSE FARM	Granted	11/01/2016
15/0801	APPLICATION FOR NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 15/0329 TO CHANGE THE EXTERNAL APPEARANCE AND DIMENSIONS OF 3NO. INVERTER AND TRANSFORMER STATIONS FROM A METAL CONTAINER TO A CONCRETE VERSION OF SAME, WITH SHORTER LENGTH AND WIDTH TO THE CABINETS	Granted	
15/0329	CONSTRUCTION OF SOLAR DEVELOPMENT TO GENERATE RENEWABLE ELECTRICITY, TO INCLUDE THE INSTALLATION OF SOLAR PANELS, UNDERGROUND CABLING, INVERTER/TRANSFORMER STATIONS, DNO AND CLIENT SUB-STATION, SPARE PARTS CONTAINER, LANDSCAPING AND OTHER ASSOCIATED WORKS INCLUDING CONNECTION TO THE ELECTRICITY DISTRIBUTION NETWORK.	Granted	06/11/2015

Relevant Planning Appeals History

None

Parish/Town Council Observations

Freckleton Parish Council notified on 05 May 2017 and comment:

The Parish Council object to this application due to the increase in traffic during the renewing of the panels.

Statutory Consultees and Observations of Other Interested Parties

BAE Systems

No objections.

Ministry of Defence - Safeguarding

No objections.

Regeneration Team (Landscape and Urban Design)

I have no objection to the proposed extension of the consented operational life of the solar farm from 25 to 30 years in principle. However, provision must be made and agreed for the ongoing maintenance and management of boundary treatments, site infrastructure and soft landscaping to ensure continued mitigation of the proposal on the wider landscape, views and the natural environment.

Neighbour Observations

Neighbours notified:	05 May 2017
Summary of Comments	No comments received.

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
EP14	Landscaping of new developments
EP12	Conservation trees & woodland
EP19	Protected species
EP22	Protection of agricultural land
SP09	Diversification of rural economy

Emerging Local Plan

NP1	Presumption in favour of sustainable development
SD1	The Spatial Development Framework
ENV1	Landscape and Biodiversity
CL2	Renewable and Low Carbon Energy Generation

Other Relevant Policy:

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

Site Constraints

Within Green Belt

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 application is to vary condition 8 of planning application 15/0329 grants planning permission for the construction of a solar farm at Cooper House Farm. This application allowed the development of a solar farm with associated infrastructure and equipment to generate 5 Mw of power on a 12 hectare site comprising agricultural land to the west of Kirkham Road which is located in the greenbelt.

It was considered that the principle of the development was acceptable given the support for renewable energies in NPPF and that the applicant has satisfied officers that there are no suitable and available sites for the development on brownfield or non-agricultural land. The land can continue to be used for grazing during the operation period of the development and biodiversity enhancements were conditioned in accordance with NPPG. It was not considered that the development will have an unacceptable impact on residential amenity, the highways network or ecology. Visually it was assessed that the development would have significant impacts on the site itself and adjacent local landscape character and whilst this landscape is not designated for its special landscape quality it is in the greenbelt. The impact of the development on medium and long range views were not considered significant. With the site being located in flat and low lying landscape that is well enclosed by existing built development and hedgerows and native trees the impact of the development will be softened and these visual impacts are not considered to be of over-riding importance, or to create unacceptable harm to the openness of the greenbelt. Overall, the visual harm to be experienced was 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. This development generates 5MW of electricity. It was also taken into account that the development would be temporary, with its removal after 25 years.

This application seeks to retain the solar farm for a further 5 years, and so it is necessary to consider if this would cause any planning harm. It is considered that an additional 5 years is acceptable as the approved planting will have mature further, providing further screening of the application site, and the economic benefits and amount of green electricity produced will also increase. Therefore given the wider environmental and community benefits of the proposal and its remaining temporary nature, plus the proposed mitigation planting, it is considered that the development gain of 5 additional years would outweigh the additional 5 years visual impact to be experienced to the local landscape and residential properties, and where there is to be visual harm this will not be unacceptable.

Parish Objection

The Parish Council have objected to the application on the basis that there would be an increase in traffic when the panels are renewed. Officers have contacted the Parish to explain that the proposal is simply to remove the panels after 30 years instead of 25 years and the highways movements

would remain the same but simply 5 years later. The Parish Council considered that information, with one Councillor changing their objection to support but the majority objected so their objection stood. As such it has to be considered by members.

Conclusions

The proposal is acceptable, the landscaping will have matured in 25 years so that the screening of the site between years 25 and 30 will be further increased and the developments economic and green benefits weigh in the applications favour.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

1. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (Ref: S507-DOCO2 Issue 3, dated March 2015) to limit the surface water run-off generated by the site to the greenfield rate. 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.

Reason; To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

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 7 May 2015, including the following plans:

- Location Plan S.0464_02-E
- Site layout 2195.AP.001.0.C
- Landscaping scheme S.0464_17-F
- Fence 2195.AP.006.3.0
- Spare part container 2195.AP.011.3.0
- Exemplary Section 2195.AP.003.1.0
- Substructure 2195.AP.010.2.A
- Inverter and transformer station 2195.AP.004.2.A
- DNO/Client substation 2195.AP.009.2.0

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

3. The development hereby approved shall be carried out in accordance with the details outlined in the PFA Consulting Construction Traffic Management Plan (dated September 2015), including the means of cleaning wheels of vehicles leaving the site during the construction period and the off-site highway works, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

4. The development hereby approved shall be carried out in strict accordance with the tree protection measures detailed in the Arboricultural survey, impact assessment and Tree Protection Plan by Pegasus (S.0464_Rev_D) The identified tree protection measures shall be implemented before any development takes place and maintained as such thereafter for the entirety of the construction period.

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

5. The development hereby approved shall be carried out in strict accordance with the habitat creation and management report by Wildlife Matters dated 16 September 2016 and the method statement prepared by Avian Ecology dated April 2015. The development shall be phased, implemented, and managed in accordance with this scheme for habitat creation and management.

Reason: In order to secure adequate compensatory and mitigation habitat and species and to protect existing biodiversity.

6. Unless alternative details have first been submitted to and approved in writing by the Local Planning Authority, the landscaping scheme for the site shown on drawing no.S00464_17-F shall be carried out during the first available planting season prior to or during commencement of development and the areas which are landscaped shall be maintained as landscaped areas thereafter in accordance with the details shown on the approved plan. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

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

7. This permission shall be for a period of 30 years from the date of first export of electricity following which the use hereby permitted shall cease and the site reinstated back to its previous agricultural use in accordance with a scheme of work to be submitted as part of a Decommissioning Method Statement under condition 11 below. The date when electricity from the development is first exported to the local electricity grid network shall be notified to the LPA in writing within 28 days of its occurrence.

Reason: To ensure that the landscape impact of the development exists only for the lifetime of the development.

8. If the solar farm ceases to operate for a continuous period of 12 months at any time during its lifetime, and in any event at least 6 months prior to the final decommissioning of the solar farm at the end of the planning permission, a Decommissioning Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall include a programme of works to demonstrate that the solar panels, transformer and substation buildings, tracks, associated infrastructure, fencing and any other ancillary equipment will be removed from site, and how the site shall be restored back to its former agricultural use and a timescale for these works and site restoration. The approved Decommissioning Method Statement and its programme of works shall be fully implemented within 12 months of date of its agreement by the Local Planning Authority.

Reason: In the interests of the amenity of the area and to ensure that the landscape impact of the

development exists only for the lifetime of the development.

9. Construction and decommissioning works shall only take place between the following hours:-
08.00 and 18.00 hours Monday to Friday and between 08.00 and 13.00 hours on Saturdays, with no site work on Sundays or bank and public holidays.

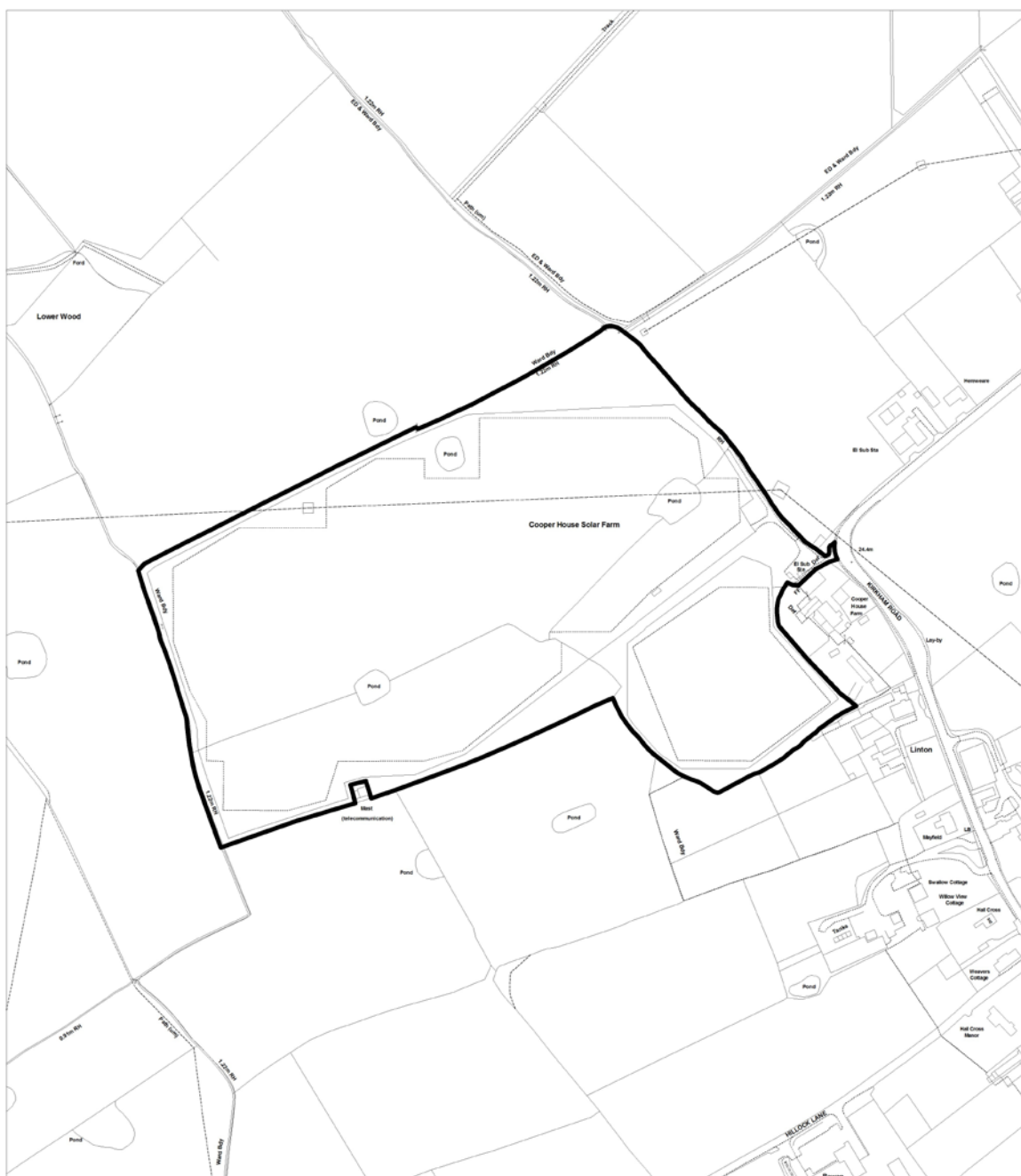
Reason: To safeguard the amenities of the occupiers of adjoining residential properties.

10. The development hereby approved shall be carried out in accordance with the Grazing Management Plan (dated 26 August 2015) and the land will be made available, managed and retained for grazing livestock in accordance with this plan throughout the operation of the solar farm hereby approved.

Reason: To ensure that the land remains in agricultural use.

11. The rating level of the noise emitted from the site shall not exceed the existing background level LA90,T by more than 5dB. The noise levels shall be determined at the nearest residential façade. The measurements and assessments shall be made in accordance with BS 4142:2014 Rating for industrial noise affecting mixed residential and industrial areas at a point one metre external to the nearest noise sensitive premises.

Reason: To safeguard the amenities of the occupiers of adjoining residential properties.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0191	Address Cooper House Farm, Kirkham Road, North of Bypass, Freckleton	Grid Ref. E.3419 : N.4305	Scale 0 20 40 60 80 m

Item Number: 9

Committee Date: 28 June 2017

Application Reference:	17/0272	Type of Application:	Full Planning Permission
Applicant:	Royal Bank of Scotland Group PLC	Agent :	Lewis & Hickey Ltd
Location:	NATIONAL WESTMINSTER BANK, POULTON STREET, KIRKHAM, PRESTON, PR4 2RZ		
Proposal:	REMOVE EXISTING NATWEST BRAND SIGNAGE, ATM AND NIGHT SAFE. INFILL EXISTING ATM AND NIGHT SAFE APERTURES WITH NEW STAINLESS STEEL BLANKING PLATE.		
Parish:	KIRKHAM NORTH	Area Team:	Area Team 1
Weeks on Hand:	12	Case Officer:	Rob Clewes
Reason for Delay:	Need to determine at Committee		

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

<https://www.google.co.uk/maps/@53.7825181,-2.8736448,139m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application property is the former NatWest bank located in the town centre of Kirkham and within the town's conservation area. The application relates to the removal of the existing bank brand signage, the ATM and the night safe, with the resultant apertures covered with a stainless steel blanking plate.

The proposed works will have no impact to the character of the building nor the conservation area. There are no amenity or other concerns raised by the proposal, which is considered to comply with all relevant policies and so is recommended for approval.

Reason for Reporting to Committee

This application has been brought before the Planning Committee as the officer recommendation for approval conflicts with the objection received from Kirkham Town Council.

Site Description and Location

This application refers to the National Westminster Bank, Poulton Street, Kirkham. The property is situated at the corner of Poulton Street and Birley Street and is a two storey building of the late Regency/early Victorian period. Whilst the building is not listed it is situated within Kirkham Conservation Area, the town centre and the Primary Shopping area for Kirkham as allocated on the Fylde Borough Local Plan, as altered (October 2005).

Details of Proposal

The proposal is for the removal of the now dis-used ATM and night safe and to close up the

apertures with stainless steel plates and for the removal of the existing brand signage. The ATM is of a standard size located on the Poulton Street frontage with the nightsafe alongside it and around on third its size. No other works are proposed.

Relevant Planning History

Application No.	Development	Decision	Date
15/0231	ADVERTISEMENT CONSENT TO DISPLAY 1 INTERNALLY ILLUMINATED FASCIA SIGN, 1 INTERNALLY ILLUMINATED PROJECTING SIGN AND 1 VINYL NAMEPLATE	Granted	15/06/2015
03/0055	EXTERNAL LIGHTING TO BUILDING	Granted	25/02/2003
02/0675	ADVERTISEMENT CONSENT TO DISPLAY NON-ILLUMINTAED AND ILLUMINATED FASCIA, PANEL AND PROJECTING SIGNES AND ALSO ATM SIGNAGE	Granted	21/10/2002
00/0853	RETROSPECTIVE APPLICATION FOR 60 CM SATELLITE DISH ON REAR ELEVATION	Granted	18/07/2001
97/0572	CONSTRUCTION OF DISABLED ACCESS RAMP	Granted	08/10/1997
95/0257	RELOCATION OF EXISTING SERVICE TILL AND MODIFICATION OF APP 5/94/264 TO PROVIDE EXTENSION TO DISABLED ACCESS RAMP	Granted	24/05/1995
94/0624	DISABLED ACCESSSS RAMP	Granted	01/02/1995
94/0628	CONSERVATION AREA CONSENT - DISABLED ACCESS RAMP	Granted	01/02/1995
93/0583	RESUBMISSION OF APP 5/93/0224 FOR ADVERTISEMENT CONSENT	Granted	06/10/1993
93/0224	ADVERT CONSENT TO DISPLAY ONE INTERNALLY ILLUMINATED	Refused	16/06/1993

Relevant Planning Appeals History

None.

Parish/Town Council Observations

Kirkham Town Council notified on 06 April 2017 and comment:

“Kirkham Town Council object to the replacement of the ATM machine with a metal plate. The machine must be replaced with brickwork to match the original wall.”

Statutory Consultees and Observations of Other Interested Parties

No comments to report.

Neighbour Observations

Neighbours notified:	06 April 2017
Site Notice Date:	26 April 2017
Press Notice Date:	27 April 2017
Number of Responses	None

Relevant Planning Policy

Fylde Borough Local Plan:

SP01	Development within settlements
EP03	Development within conservation areas

Fylde Local Plan to 2032:

GD1	Settlement Boundaries
GD7	Achieving Good Design in Development
ENV5	Historic Environment

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 impact to the appearance and character of the building

The impact to the character and appearance of the conservation area

The impact to the appearance and character of the building

The building is considered to be of high quality in terms of design and appearance and has a strong presence within the town centre. The removal of the ATM, night safe and signage will not have a detrimental impact to the character of the property and will to some degree improve the appearance of the building by returning the facade of the building closer to its original appearance. The Town Council have stated their preference for brick to close up the resulting openings however the insertion of the steel plates will not detract from the general high quality appearance of the building. The proposal is therefore considered to comply with Policy GD7 of the submission version of the Fylde Local Plan to 2032.

The impact to the character and appearance of the conservation area

The application building is located within the Kirkham Conservation Area, a designated heritage asset, therefore an assessment as to the impact to the historic and architectural significance of the area must be carried out. The town centre part of the conservation area is characterised by varying styles and designs of buildings with many of a traditional Market Town appearance that have, to a degree, retained their original features. The proposed works will have no impact to the character of the conservation area due to their minimal nature and the removal of the signage will benefit the general appearance of the town centre. The proposal therefore complies with Policy EP3 of the adopted Fylde Borough Local Plan and Policy ENV5 of the submission version of the Fylde Local Plan to 2032.

Conclusions

The proposed works will have no impact to the character of the building nor the conservation area. The proposal is therefore considered to comply with all relevant policies and recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

Approved plans:

- Location Plan
- Elevation 1 - E6063-GA-E1
- Elevation 2 - E6063-GA-E2

Reason: To provide clarity to the permission.

3. 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.

Reason: In the interests of visual amenity.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0272	Address National Westminster Bank, Poulton Street, Kirkham	Grid Ref. E.3425 : N.4321	Scale 0 5 10 15 20 m

Application Reference:	17/0276	Type of Application:	Full Planning Permission
Applicant:	Mr Robertson	Agent :	WBD
Location:	BEACH HUTS ADJACENT MINI GOLF, SOUTH PROMENADE, LYTHAM ST ANNES		
Proposal:	ERECTION OF SINGLE STOREY BUILDING TO PROVIDE CAFE / RESTAURANT WITH ROOF TERRACE, 15 X DINING HUTS, BIN STORE HUT & WC HUTS AND ACCESS RAMP		
Parish:	CENTRAL	Area Team:	Area Team 2
Weeks on Hand:	11	Case Officer:	Ruth Thow
Reason for Delay:	Need to determine at Committee__		

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

<https://www.google.co.uk/maps/@53.745308,-3.0307746,139m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Refuse

Summary of Officer Recommendation

This application seeks approval for the erection of a building to provide a cafe/restaurant with open air first floor dining terrace and associated bin storage, WC's and an access ramp. The building is designed to have the appearance of a continuous line of beach huts with the café/restaurant in a separate style positioned centrally in this line and a corridor to the rear which allows access between all elements.

The proposed siting is on a section of the promenade that is between the existing show hut adjacent the Salters Wharf and the main existing section of beach huts. There is an extant planning permission to allow further beach huts to be sited in this area but this building would be continuous over that part of the promenade and utilise more of its depth.

As a consequence of the location, scale and design of the proposed building there are concerns in respect of the overall impact on the visual amenity and character of the area, and additionally the potential for the establishment of the dining element to undermine the viability and vitality of the town centre.

Accordingly it is considered that the proposal fails to comply with the requirements of the relevant policies of the Fylde Borough Local Plan, as altered (October 2005), the submission version of the Local Plan to 2032, Policy E6 of the St. Annes on the Sea Neighbourhood Plan and the aims and guidance of the NPPF and is recommended for refusal by Members.

Reason for Reporting to Committee

The application site is owned by Fylde Council and so the council's Scheme of Delegation requires

that the application be determined by the Planning Committee.

Site Description and Location

The application site is land forming part of the pedestrian promenade on the seafront at St. Annes. More specifically on an area to the front of the miniature golf course extending from the existing run of 25 beach huts towards the public house 'Salters Wharf'. The area is designated as public open spaces and sea front areas on the Fylde Borough Local Plan, as altered (October 2005) and this designation is carried forward on the submission version of the Fylde Local Plan to 2032.

Details of Proposal

This application seeks permission for the erection of a building to provide a cafe/restaurant with a roof terrace, 15 no. dining huts, bin store hut, WC huts and an access ramp.

The building will extend towards the Pier from the existing beach huts for an overall distance of 48 metres and project towards the sea from the back edge of the Promenade for between 3.6 metres (the depth of the dining huts) and 4.5 metres (the depth of the cafe/restaurant). The building is designed to have the appearance of a continuous row of huts with pitched roofs, with the cafe/restaurant having a flat roof with a seating area on the roof with glazed screening around the perimeter of this terrace with an overall height of 2.8 metres.

To the rear elevation the group of huts are interspersed with 'windows'. The front elevation has the appearance of the existing huts with the front of the cafe/restaurant having full height glazing.

The floor plans indicate that the beach huts will provide dining 'pods', with moveable partitions between pods to create larger dining / function areas. Dining is also to be provided in the cafe/restaurant at ground and first floor level. WC's are proposed in two 'huts' with a bin storage compound proposed alongside the restaurant. A corridor providing access to all areas is proposed across the rear of the building.

Relevant Planning History

Application No.	Development	Decision	Date
16/0798	ERECTION OF DETACHED BUILDING TO PROVIDE FOOD OUTLET WITH TIMBER DECKING PATIO AREA AND RAMP	Withdrawn by Applicant	21/11/2016
16/0243	VARIATION OF CONDITION 2 OF PLANNING PERMISSION 12/0725 TO ALLOW DAYTIME RECREATIONAL USE OF SHOW BEACH HUT, AND REMOVAL OF CONDITION 3 TO ALLOW PERMANENT SITING OF SHOW BEACH HUT.	Granted	01/07/2016
16/0237	APPLICATION FOR NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 14/294 FOR LAYOUT	Granted	29/04/2016
14/0294	PROPOSED SITING OF 30 NEW BEACH HUTS	Granted	07/07/2014
12/0725	CHANGE OF USE OF AREA OF PROMENADE TO SITING OF BEACH HUT FOR SALES PURPOSE (RETROSPECTIVE)	Granted	15/04/2013
11/0495	SITING OF 15 NO. BEACH HUTS ON PROMENADE	Granted	16/03/2012

Relevant Planning Appeals History

None

Parish/Town Council Observations

St Anne's on the Sea Town Council notified on 25 April 2017 and object on the basis of

- *"Terracing effect of the building in existing gap.*
- *The proposed building extends well onto the existing public promenade which is already very crowded with existing users of the beach huts.*
- *Over intensive use of / increased commercialization of the area.*

Statutory Consultees and Observations of Other Interested Parties

Environmental Protection (Food Safety)

Do not object but provide comments over the level of toilet provision that is needed, appropriate waste handling requirements and the need for effective maintenance of the food areas.

Principle Estates Surveyor

The council is currently considering its strategic approach to the management of the adjacent Island site. One of the issues identified with The Island is the number and variety of food/catering outlets on the site. This has resulted in a dilution of quality as each provider attempts to compete with a limited market of customers. The council therefore needs to focus and rationalise the food/catering offer not increase the amount. Although the area of the beach huts and proposed restaurant lie just outside The Island site the same principles apply. As a result the council's Estates Surveyor does not support an additional food/catering outlet in such close proximity at this time."

Tourism Officer

"I have looked at the proposed plans for the above application and think they would be a positive boost for the Promenade. The business owners have increased the number of Beach Huts and made a continued great success of their business through hard work and commitment and have won many awards for their work and additionally created a growing accommodation business for their apartments in St Annes. I am sure they would make a great success of this further expansion and the development would seem to be in keeping with the Promenade offering fantastic views across the estuary."

Environment Agency

In the absence of an acceptable Flood Risk Assessment (FRA) we object to the grant of planning permission and recommend refusal on this basis for the following reasons:-

The application site lies within Flood Zone 3 (high probability of flooding) and the proposal is for 'less vulnerable' development, as defined in the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF). In accordance with the NPPF, the application is accompanied by a FRA prepared by WBD Limited.

We have reviewed the FRA and it does not comply with the requirements set out in paragraph 30 of the Flood Risk and Coastal Change section of the national PPG. The

submitted FRA does not therefore provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

In particular, the FRA fails to:

- 1. Describe the potential flood risk to the development and the proposed methods of mitigating against this risk.*
- 2. Consider the effect of a range of flooding events including extreme events and the effects of climate change for the life time of the development. Flood level data can be obtained from us*
- 3. Consider how people will be kept safe from flooding*
- 4. Consider the requirement for flood emergency planning including flood warning and evacuation of people for a range of flooding events up to and including the extreme event.*
- 5. Properly demonstrate that the finished floor level (FFL) of the ground floor of the development will not be at an unacceptable risk of flooding. The proposed FFL should be set above the estimated flood level and take climate change into account. The proposed FFL should be stated in metres above Ordnance Datum (mAOD) and in relation to the external ground level and, where available, the predicted flood level for the site. Flood level information can be requested from us by contacting our Customers and Engagement team (details are provided below).*

In accordance with the NPPF paragraph 101, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the local planning authority to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the NPPF. Our flood risk standing advice reminds you of this and provides advice on how to do this.

If the LPA determines that the Sequential Test has not been met then the Environment Agency would not support this application. The Sequential Test is applied to ensure that development is firstly placed in areas at lowest risk of flooding. If the Test is not met then the application will not be in compliance with the NPPF.

Neighbour Observations

Neighbours notified:	25 April 2017
Site Notice Date:	03 May 2017
Number of Responses	14 letters of objection received (including 1 petition with 30 signatures) and 1 letter of support
Summary of Comments	Objection letter comments: <ul style="list-style-type: none">• over capacity of cafe/restaurant facilities• lack of revenue for town centre cafe businesses• not vacant land as stated• design may as well be caravan with roof deck• roof deck an intrusion• disabled access not mentioned• need more amenities for visitors• drinking on Promenade

- occupants of beach huts & cafe terrace in danger from golf balls
- huts encroach on public promenade, creating obstacle course
- single private enterprise should not be allowed to dominate
- benches very popular and removal will extend distance between benches
- visitors sprawl across promenade - no go area
- was a mistake to allow beach huts
- promenade owned by residents of town
- what about rubbish
- what about behaviour
- do we want promenade dominated by beach huts
- no open views to enjoy peace
- why is cafe needed
- plan would handsomely benefit the few rather than share any potential gains throughout the town, selfish idea
- how many people allowed in one hut
- what is policy for rubbish removal
- should there not be a barrier, should be clearly marked areas between huts and public walkway
- users had barbeque
- huts should be managed during opening times to ensure guidelines met
- wife has a wheelchair and has trouble passing people on the promenade
- concern over lack of consultation over "privatisation"
- "pedestrian" zone should be marked out
- open area not safe for carrying hot drinks etc
- toilets should be for benefit of all
- devaluation of promenade
- public disorder and lack of safety
- Councillors and Chief Executive support - should remain neutral
- not right to hand over large stretch of promenade to one private developer
- major loss of seating
- mistakes have been made
- Island looks like 3rd world industrial estate, train carriages eyesore with acres of tarmac
- ruination of The Square provides home for homeless, drop-outs and drug addicts.
- noise from roof terrace
- concerned about lack of parking, football, bikes & dogs
- beach huts mean on the beach
- wouldn't be tolerated on Lytham promenade
- FB Planning have lost sight of what St. Annes represents to residents and visitors
- little chance for others to sit and enjoy views
- no consideration for views from out to sea
- will restaurant still bolster numbers outside of season
- fear will lead to vehicular access
- is Pontins relocating to St. Annes

- view from other side of mini golf curtailed
 - riders on mini train have view eradicated
 - huts should be relocated to more suitable location
 - will it fit with the Development Plan for St. Annes
-

Letter of support comments:

- beach huts bring valuable investment to resort
- Walks frequently pass by the huts and enjoy the sound of family fun
- applicants support local charities
- hutters have rules to abide by in booking terms
- catering outlet fabulous venture new twist to beach hut experience
- promenade booming - room for everyone

Relevant Planning Policy

Fylde Borough Local Plan:

SP01	Development within settlements
TREC05	Large scale tourist & leisure development
TREC08	Tourism Development on the Seafront
TREC13	Safeguarding of Public Open Space
EP10	Protection of important landscape and habitat features
EMP3	Business & industrial uses outside defined area
EP02	Protected open spaces within towns & villages
EP25	Development and waste water
SH06	Cafe Quarter (St. Annes)

Fylde Local Plan to 2032:

GD1	Settlement Boundaries
GD7	Achieving Good Design in Development
EC2	Employment Opportunities
EC5	Vibrant town, District and Local Centres
EC6	Leisure, Culture and Tourism Development
EC7	Tourism Accommodation
ENV2	Biodiversity
ENV3	Protecting Existing Open Space
INF1	Service Accessibility and Infrastructure

Other Relevant Policy:

NPPF:	National Planning Policy Framework
NPPG:	National Planning Practice Guidance
NDP	St. Anne's on the Sea Neighbourhood Development Plan

Environmental Impact Assessment

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

Comment and Analysis

This application seeks permission for a single building to provide dining huts, cafe/restaurant and associated WC's and a bin store.

Background

Members may recall three applications were presented to Committee on 14 March 2012. These applications sought permission for 45 beach huts in three locations in three groups of 15 each. Application 11/0498 for 15 huts on the beach adjacent to the boating lake, application no. 11/0499 for 15 huts located either side of the pier and a further 15 huts applied for under application no. 11/0495 to be located on the promenade adjacent to the miniature railway engine shed. All of the applications were approved.

Permission for a single, additional beach hut on a small raised island adjacent to 'Salters Wharf' for use as a sales/demonstration model was also granted under application 12/0725, with a subsequent variation of condition application to allow recreational use of the hut granted under application 16/0243. Collectively these amount to a total of 46 huts that have had planning permission.

For various reasons the applicants chose only to erect the promenade huts and subsequently applied to re-locate those huts previously proposed for the beach on the promenade which was approved by Members under application 14/0294. A Non Material Amendment application 16/0237 was submitted to alter the position of four of huts removing three and relocating one.

At the current time 25 huts are on the promenade plus the former show hut (26 in total) although a further 20 huts can be introduced under the extant planning permissions.

In addition to the planning permission for these the owner would also need consent from the council as landowners should he wish to introduce additional huts.

Principle

The beach huts with consent and the building proposed here are located in areas that are subject to special designations, in particular the site is designated as St. Annes sea front area, public open space and is adjacent to a Biological Heritage Site.

Policy TREC8 permits the development of new tourist and leisure facilities providing that these are appropriate for a seafront location, respect the character of the area and do not prejudice the visual and other amenities of the seafront and nearby residential properties. Policy EC6 (LP 2032) promotes St Annes as a classic seaside resort, promoting public beach leisure activities, coastal tourism and recreational events (h).

Accordingly the principle of development on the seafront is acceptable subject to compliance with other policies of the plan.

Design and impact on visual amenity of public open space

Policy TREC 13 refers to development on designated POS sites. This policy states "*All existing areas of public open space will be safeguarded from development unless as a result of development, equivalent or improved provision would be achieved in the locality.*"

Policy EP02 also refers to development on public open spaces. *"Development will not be permitted upon open spaces defined on the proposals map, which are considered to be essential to the setting, character or visual amenities of towns and villages."*

Policy ENV3 of the local plan to 2032 seeks to protect existing areas of open space from inappropriate development and advises that *"Development will not be permitted on existing public open space (the green infrastructure network) which is considered essential to the setting, character, recreational benefits for residents, or visual amenities of key service centres, local service centres and rural settlements" (c).*

As previous planning permissions on this part of the Promenade allow beach huts to be sited there is a need to compare the visual impact of the proposal against the situation should those all be sited, rather than against the current situation.

The extant permission for the remaining beach huts permits the siting of an additional 20 individual huts clustered in groups of four and five which allow breaks between groups and as such retains a degree of openness and wider views over the promenade and beach areas.

The proposed building is designed to have an overall appearance of multiple beach huts linked together with the cafe/restaurant unit, toilets and bin store with 'windows breaks' between individual blocks. It is proposed that the building extends along the Promenade from the location of the existing huts across part of the path which leads to/from the Pleasure Island car park. As a result of its location, the rise in land levels, the continuous span of building and lack of physical breaks, it is considered that the development will result in a building of a scale and design which will be detriment to the visual amenity and character of the promenade due to its cluttered form and lack of open views across the coastal panorama, with the impact compounded by the first floor, outdoor seating terrace of the cafe.

Further, it is considered that the building will have far reaching views, appearing overbearing, particularly for pedestrians approaching the promenade from the car park to the rear of Salters Wharf and changes the character of the area from the generally quiet day time activities currently experienced to an area with an eating establishment with late opening hours and the potential for nuisance.

Consequently the development is not in accordance with Policies TREC8/EC6, TREC13, GD7, EP02 and ENV3 of the local plan and the submission version Paragraph 17 of the NPPF.

Policy E6 of the St Annes Neighbourhood Plan promotes tourism development in the town and refers to supporting the seaside resort facilities. Whilst the establishment of a cafe / restaurant would be an additional resort facility, it would be erected to the detriment of the open aspect of the Promenade and so reduce its availability for use for general enjoyment or its openness. It is therefore considered that the proposal is in conflict with that Policy.

Impact on town centre

Policy EC5 of the submission version of the Local Plan to 2032 refers to Vibrant Town and district centres. The aim of this policy is to maintain and enhance the vitality and viability of town, district and local centres in line with paragraph 23 of the NPPF. Out of centre proposals for retail, leisure and office development in out of centre locations should have regard to the impact on existing centres.

Policy SH6 promotes development or changes of use to restaurants, cafes and drinking establishments to the Wood Street Cafe Quarter area of the town. Whilst competition is not a matter to be taken into account in determining planning applications the scheme includes a proposal for a restaurant/cafe to be situated on the promenade. As a result of this location the use has the potential to draw diners away from similar establishments located within the town centre which has the potential 'knock on' effect to result in a loss visitors to other businesses located within the town centre. This could impact on the overall vitality of the town centre and those businesses within it, as a result of the loss of footfall and distance between the application site and the cafe quarter promoted for its dining establishments.

Accordingly the proposal fails to comply with the above policies of the plan and the aims of the NPPF.

Ecology

Whilst this site is adjacent to a Biological Heritage Site the positioning of the huts is on the concrete promenade and contained within area of existing built development, separated from the beach by the concrete sea wall and railings, thus there would be no loss of sand dune or other valuable coastal habitat in this location and no direct impact on biodiversity. The proposal is therefore considered to comply with Policy EP10 and Paragraph 118 of the NPPF.

Impact on neighbours

The building is proposed to be sited on part of the promenade which is separated from any residential neighbours by the miniature golf course, putting green and the highway at approximately 180 metres. As a consequence there will be no direct impact on the residential amenity of the occupiers of properties on South Promenade by way of loss of privacy or loss light. However, whilst the development is sited in a tourist area which receives many visitors to the promenade this is namely as a result of day-time visits. The introduction of the cafe/restaurant with roof terrace dining has the potential for additional noise disturbance particularly from late night diners and the intention of the applicants to open the facility from 06.00 to 12.00 midnight.

Accordingly the proposal fails to comply with TREC8 and GD7 of the local plans.

Car Parking and Transport

No specific designated car parking spaces are to be provided for any users of the proposed café/restaurant building. However, car parking is available at 'Pleasure Island', Beach Terrace car park and along South Promenade. Alternatively there is a bus stop on South Promenade and the train station is approximately 20 minutes' walk away. With the site being located at the heart of the resorts tourism area it is not considered that an objections can be raised on access grounds.

Other matters

Several of the neighbour comments received in response to this application refer to the siting of the huts on the promenade, the loss of this area of open space and the behaviour of users of the existing beach huts.

It is acknowledged that the siting of the huts in the previously approved and extant applications results in a loss of an area of open promenade. However, this was considered acceptable when weighed in the planning balance having regard to the economic benefits the single beach huts could

bring about in terms of attracting visitors to the area.

It is considered that this application does not bring out those same benefits and potentially could result in a loss of vitality from the town centre taking business away from other catering establishments in the area.

Comments have been made in respect of the sprawl of users of beach huts across the promenade and their behaviour.

It is considered that to segregate the area of the beach huts from the remainder of the promenade with fencing would result in a narrow strip of huts between two lots of fencing, with fencing to the rear around the golf course and potential fencing to the front of the huts. This would result in a loss of openness and the ability to pass freely along the shared surface of the promenade. Subdivision would be unsightly and unnecessary, particularly during the colder months when the use of the huts is less attractive.

Comments have also been made in respect of the behaviour of occupiers of the huts however, this cannot be controlled by planning legislation and therefore cannot be taken into account in determining this application.

Flooding

The site is located within Flood Zone 3 (high probability of flooding) and is for 'less vulnerable development'.

The applicant has submitted a Flood Risk Assessment with the application which has been reviewed by the Environment Agency having regard to the paragraph 30 of the Flood Risk and Coastal Change section of the national Planning Policy Guidance.

A site specific FRA should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account. In this instance the Flood Risk Assessment is inadequate and does not demonstrate that people and the building is safe from flooding and it will not result in flooding elsewhere.

Consequently the development fails to comply with Policies EP25 and INF1 of the local plans and the aims of the NPPF.

Conclusions

Whilst it is acknowledged that an area of the promenade would be lost with the previous approval for beach huts, a greater proportion area would be lost with this application proposal. This brings about concerns in respect of the overall impact on the visual amenity and character of the area due to the buildings scale, location and design of the building and additionally the potential to undermine the viability and vitality of the town centre as outlined above.

Accordingly the proposal fails to comply with the requirements of the above policies and the aims and guidance of the NPPF.

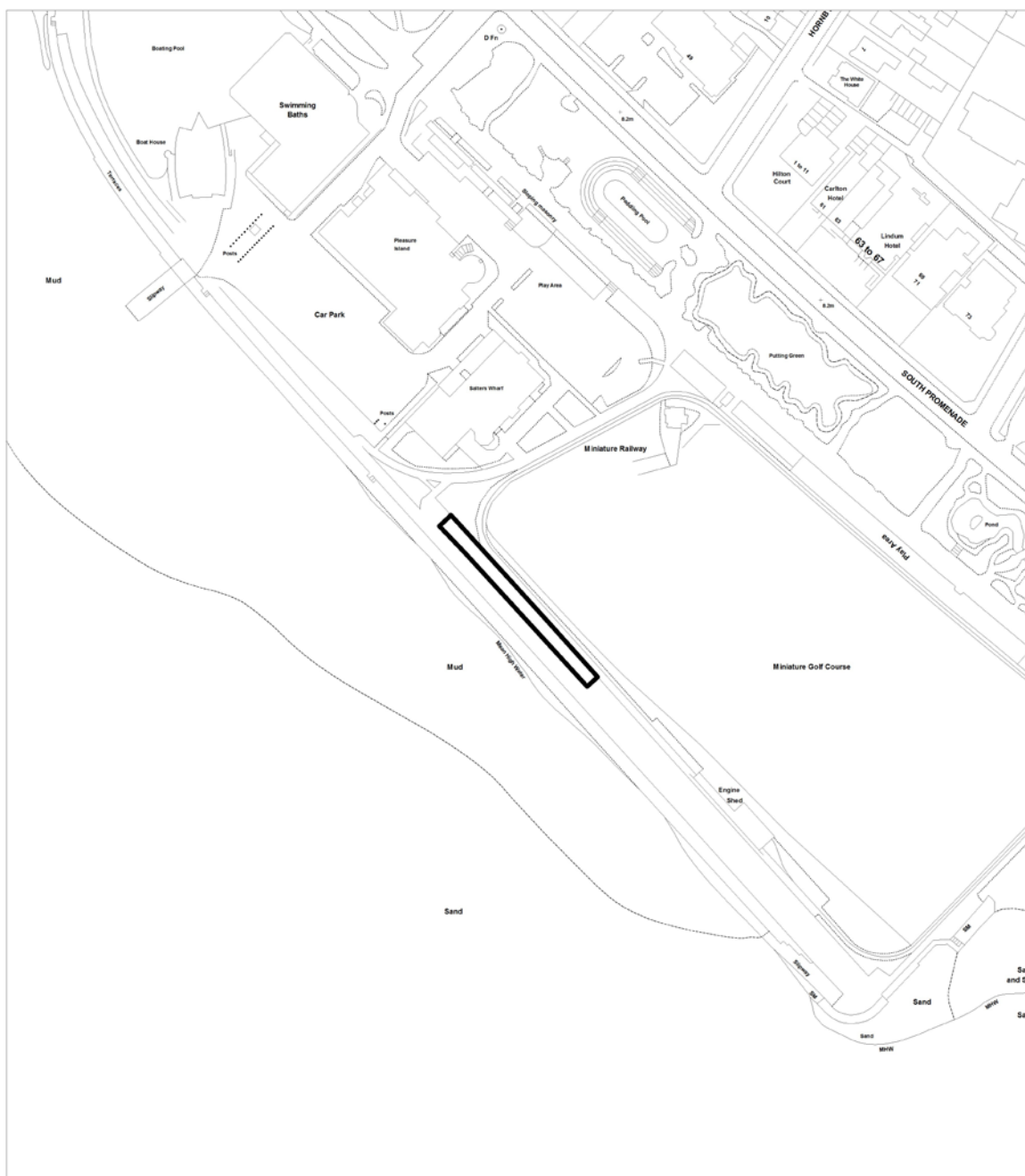
Recommendation

That Planning Permission be REFUSED for the following reasons:

1. The proposal involves the provision of a building to provide a restaurant/cafe with first floor dining terrace and associated dining huts, WC's, bin storage and an access ramp. As a consequence of the proposed location, the scale of the building with a continuous built length of almost 50m and its design, it is considered that it will result in a detriment to the visual amenity and pleasant coastal character of the promenade due to its cluttered form, lack of physical breaks and lack of open views. This that impact is compounded by the inclusion of a first floor outdoor seating terrace of the cafe, and the potential for its use to provide levels of disturbance that will harm the character of the promenade and the amenity of neighbouring residents.

Accordingly the proposal is contrary to Policies TREC8, TREC13 and EP2 of the Fylde Borough Local Plan, as altered (October 2005), Policies GD7, EC6 and ENV3 of the submission version of the Local Plan to 2032 and the aims and objectives of the National Planning Policy Framework.

2. The development proposes the establishment of a cafe/restaurant (Class A3 Use) within a building located on the Promenade. As a result of its location the use has the potential to draw diners away from similar establishments located within the town centre which has the potential to result in a loss visitors to other businesses located within the town centre and the potential to impact on the overall vitality of the town centre and the viability of those businesses within it, as a result of the loss of footfall and distance between the application site and the cafe quarter promoted for its dining establishments that is designated under Policy SH6 of the Fylde Borough Local Plan, as altered (October 2005). Consequently the proposal is contrary to Policies SH6, TREC5 of the adopted local plan and Policy EC5 of the submission version of the Local Plan to 2032 and the aims of the National Planning Policy Framework.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0276	Address Beach Huts adjacent Mini Golf, South Promenade, Lytham St Annes	Grid Ref. E.3321 : N.4281	Scale 0 10 20 30 40 m

Application Reference:	17/0335	Type of Application:	Householder Planning Application
Applicant:	Mr & Mrs Ashton	Agent :	Clover Architectural Design Limited
Location:	12 ROMAN WAY, KIRKHAM, PRESTON, PR4 2YG		
Proposal:	PROPOSED FIRST FLOOR EXTENSION TO FRONT ELEVATION OVER EXISTING GARAGE, TWO STOREY AND SINGLE STOREY REAR EXTENSIONS, FOLLOWING DEMOLITION OF EXISTING CONSERVATORY.		
Parish:	KIRKHAM SOUTH	Area Team:	Area Team 1
Weeks on Hand:	9	Case Officer:	Rob Clewes
Reason for Delay:	Not applicable		

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

<https://www.google.co.uk/maps/@53.7793253,-2.8656767,277m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Grant

Summary of Officer Recommendation

The application seeks permission for front and rear extensions at the application property which is situated on Roman Way within the settlement of Kirkham.

The extensions proposed are considered to be in keeping with the existing property and overall design and appearance is considered to be acceptable. The amenity of the neighbouring properties either side will not be harmed when taking into account orientation and separation distances. Taking the above into account the proposal is considered to comply with the NPPF and Policy HL5 of the adopted Fylde Borough Local Plan and Policy GD7 of the submission version of the Fylde Local Plan to 2032 and so is recommended for approval.

Reason for Reporting to Committee

This application has been brought before the Planning Committee as the officer recommendation for approval conflicts with the objection received from Kirkham Town Council.

Site Description and Location

The application property is a detached red brick house located on the northern side of Roman Way within the settlement of Kirkham. The property has been extended to the rear with a conservatory and to the front there is an integral garage which projects forward of the front elevation and has a dual pitched gable ended roof.

The neighbouring properties are generally similar in style and design but there is variation to a degree in size and appearance. Extensions are common in the wider area.

Details of Proposal

The proposal is for the erection of a first floor extension over the integral garage and a part single part two-storey rear extension.

The first floor extension over the garage projects by 2.5m from the main front elevation which is the same as the garage itself, and it is the same width. The roof is dual pitched with a front facing gable. The eaves are the same height as the main roof and the ridge is 6.6m high which is slightly lower than the main roof.

The rear extension spans the full width of the rear elevation with the two-storey element being 3.66m wide with a 4m projection. The two-storey element has a dual pitched roof with a rearward facing gable. The eaves are the same height as the main roof and the ridge is 6.9m high and so is also slightly lower than the main ridge. The single storey element has a mono-pitched roof with a small rearward facing gable feature.

The existing property is a 4 bed roomed house with the result of the extensions being to retain that number of bedrooms, but to increase the size of 2 of these. The ground floor extensions provide extended lounge, dining and kitchen facilities for the property.

Relevant Planning History

None.

Relevant Planning Appeals History

None.

Parish/Town Council Observations

Kirkham Town Council notified on 28 April 2017 and comment:

"Town Council recommend refusal based on the sheer size of this extension for the size of the plot and the negative impact of the massing on neighbouring houses."

Statutory Consultees and Observations of Other Interested Parties

No comments to report.

Neighbour Observations

Neighbours notified:	28 April 2017
Number of Responses:	2 responses received from neighbouring properties
Summary of Comments:	<p>The correspondence raises objection with the points raised being:</p> <ul style="list-style-type: none">• Alterations to the property would be in contravention of covenants in Deeds• The proposed first floor extension over the garage would be out of character with surrounding area• This front extension would set a precedent

- The extensions would lead to a loss of light/overshadowing to the garden and living room of a neighbour
- The extension would increase in sense of enclosure/overbearing
- The works would impact on the outlook from another neighbour

Relevant Planning Policy

Fylde Borough Local Plan:

SP01	Development within settlements
HL05	House extensions
EP12	Conservation trees & woodland

Fylde Local Plan to 2032:

GD1	Settlement Boundaries
GD7	Achieving Good Design in Development
ENV1	Landscape

Other Relevant Guidance:

NPPF:	National Planning Policy Framework
NPPG:	National Planning Practice Guidance
	Residential Design Guides in Extending Your Home SPD
JHE	Joint House Extensions SPD

Site Constraints

Tree Preservation Order

Environmental Impact Assessment

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

Comment and Analysis

Principle

The application site is located within the settlement area under Policy SP1 of the adopted Fylde Borough Local Plan, As Altered, October 2005, and Policy GD1 of the emerging Fylde Local Plan to 2032 (Submission Version). In these areas the principle of residential extensions is acceptable subject to the normal planning criteria as examined below with reference to Policy HL5 and Policy GD7 of the aforementioned plans.

Design and Appearance in Streetscene

The design of the proposed extensions are considered acceptable. They are in keeping with the style of the existing property and although the appearance of the front of the property will change, this change is not considered so drastic that the impact to the character of the property nor street scene will be detrimental. The extension over the garage does not extend beyond the existing foot print and its height is lower than the main ridge line of the roof thereby not creating an overly dominant feature on the front of the property. The rear extension will also not form an overly dominant feature and retains appropriate levels of amenity space at the property and so complies with criteria 3 of Policy HL5, and Policy GD7.

With regards to the proposal setting a precedent other properties on Roman Way have been extended to the rear and rear extension are common in the wider area. The first floor extension over the garage would result in a property that is still similar in appearance to the general character of Roman Way and is not of such an extent that if other properties were to do likewise would detrimental impact on the character of the area. Furthermore precedent is not a matter that can be given significant weight as all applications are assessed on their own merits.

Taken together the design and scale of the extension accord with the requirements of criteria 1 of Policy HL5, and Policy GD7.

Relationship to Neighbours

The neighbouring property to the east will suffer an increase in impact in terms of overbearing and loss of light. The two-storey element, which is nearest this property, does not strictly comply with the SPD as it is 20cm over the guidance within this adopted document. Nevertheless the impact is considered acceptable in relation to this property as the extra 20cm beyond the guidance will not create such a difference in impact as the neighbouring property will still receive light to its rear and a large degree of openness to the rear elevation and garden. There will be no detrimental loss of privacy as there are no windows facing this neighbouring property.

The neighbouring properties to the West (No.14 and 14a) will suffer an increase in impact in terms of overbearing due to the extra development projecting across their rear boundaries. However the separation distances to the rear elevation of 14m and 16m respectively mean that the rear elevation will not be dominated by the proposal. With regards to their rear gardens No.14 will suffer an increase in overbearing however it is not considered that this increase would lead to such an impact, as compared to the existing, that it would be unacceptable. The rear garden of No.14 has an open aspect to the south which provides a sense of openness and allows unrestricted light throughout large parts of the day. The first floor extension over the garage will not detrimentally affect this existing situation. There will be no loss of privacy as there are no windows facing No.14.

With regards to the rear garden of No.14a there will be no detrimental impact. The single storey part of the rear extension is closest to the shared boundary with No.14a therefore it is considered that there will not be a material difference to that which exists with the conservatory. The two-storey element is a further 5.5m from this same boundary and this distance is considered sufficient to minimise any overbearing to the rear garden of No.14a. The first floor extension over the garage will have minimal impact due to the orientation with the garden of No.14a. There will be minimal loss of light as the rear garden, like No.14 benefits from a large sense of openness to the south thereby receiving unrestricted light for large parts of the day. There will be no detrimental loss of privacy as the only window to face No.14a is a narrow side elevation window in the single storey element which is screened by the existing high boundary fence.

As such the proposal has an acceptable relationship to its neighbours in all regards and complies with criteria 2 of Policy HL5, and Policy GD7.

Parking and Access Arrangements

The proposal retains an appropriate level of parking for the site and does not compromise the access arrangements or highway safety and so complies with criteria 4 and 5 of Policy HL5, and Policy GD7.

Other Matters

There are no other material considerations of note to influence the decision.

Whilst neighbouring residents have raised issues relating to the loss of their view and that there are

restrictive covenants within the deeds of the property, these are not relevant to the determination of a planning application.

The application site is adjacent trees which are subject to a TPO however it is considered that the proposed extension will have no impact due to their distance from these trees.

Conclusion

The application relates to the erection of extensions at a dwelling in the settlement of Kirkham. Having viewed the proposal and assessed the issues raised, it is considered that the proposal accords with Policy HL5 / GD7 of the Fylde Borough Local Plan and other relevant development plan policies, and the guidance in the House Extensions SPD. Accordingly the application is recommended for approval.

Recommendation

That Planning Permission be GRANTED subject to the following conditions:

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

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

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

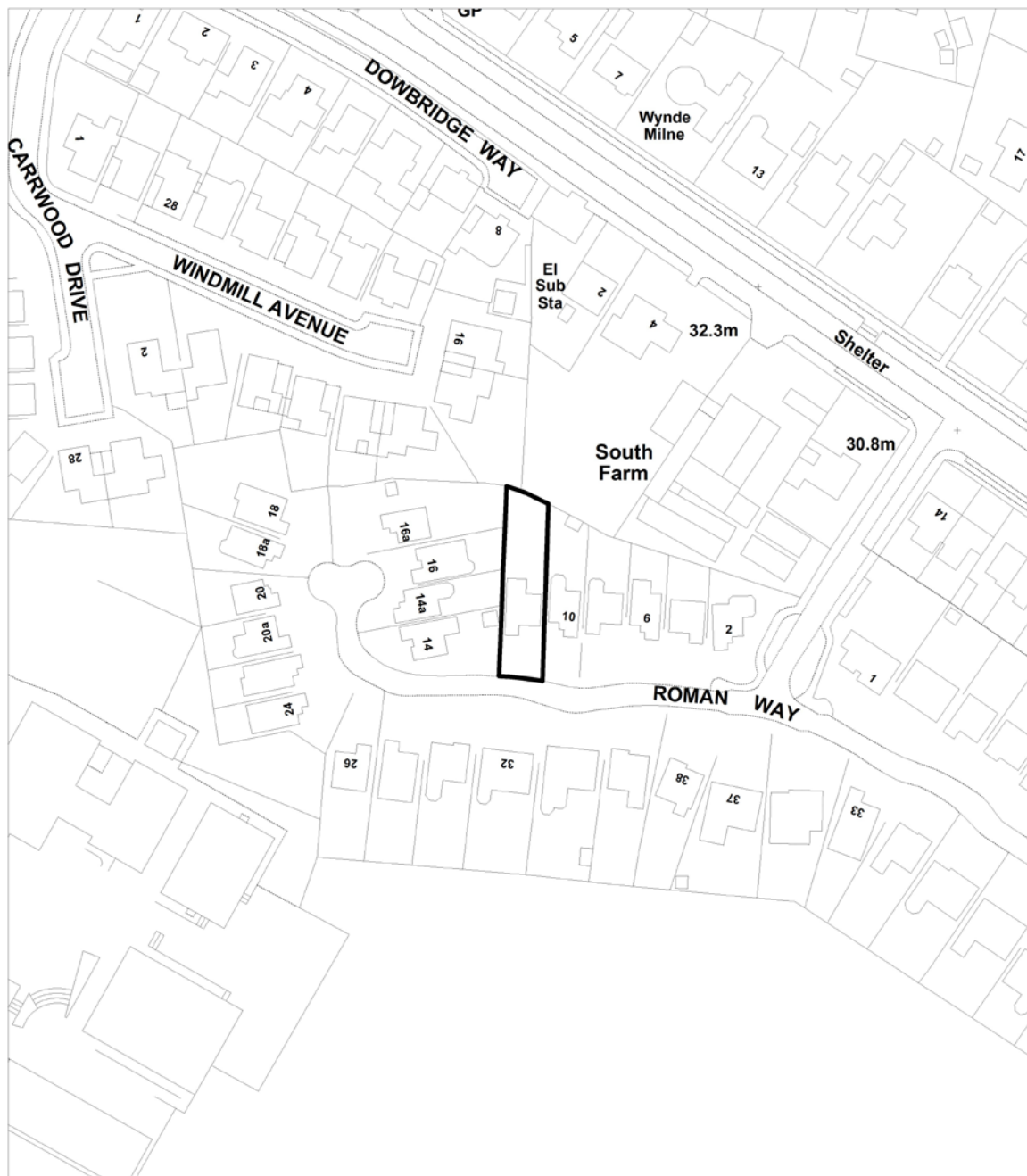
Approved plans:

- Location Plan - 1001
- Site Plan - 1102
- Proposed Plans and Elevations - 1100 Rev B

Reason: To provide clarity to the permission.

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

To ensure visual harmony in respect of the overall development.



Development Services Fylde Council		(c) Crown Copyright and database right (2017). Ordnance Survey (100006084).	
Application No. 5/17/0335	Address 12 Roman Way, Kirkham	Grid Ref. E.3430 : N.4318	Scale 0 6 12 18 24 m

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
RESOURCES DIRECTORATE	PLANNING COMMITTEE	28 JUNE 2017	5
SUBSTITUTE VACANCY - PLANNING COMMITTEE			

PUBLIC ITEM

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

SUMMARY

The Conservative Group has asked that Councillor Ray Thomas replace Councillor Albert Pounder on the Planning Committee. This matter will be considered by Full Council on 17 July.

In the event of Councillor Thomas being appointed to the Planning Committee, there will be a vacancy in the pool of planning substitutes.

In accordance with Council Procedure Rule 25, the Committee is asked to nominate a member to take the place of Councillor Thomas and serve as potential substitute on the Planning Committee.

RECOMMENDATION

That subject to Full Council agreeing to Councillor Thomas being appointed to the Planning Committee, members are invited to nominate a replacement for Councillor Thomas to act as a substitute member at the Planning Committee in accordance with Council Procedure Rule 25.

SUMMARY OF PREVIOUS DECISIONS

Development Management Committee – 10 June 2015

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

REPORT

1. The Conservative Group has asked that Councillor Ray Thomas replace Councillor Albert Pounder on the Planning Committee. This matter will be considered by Full Council on 17 July. In the event of Councillor Thomas being appointed to the Planning Committee, there will be a vacancy in the pool of planning

committee substitutes and the committee is asked to fill the vacancy in accordance with Council Procedure Rule 25.

2. Council procedure rule 25 allows the Committee to name up to ten councillors to serve as Reserve Planning Members.
3. Only a Reserve Planning Member can act as a substitute at a meeting of the Planning Committee.
4. The Committee can only name as a Reserve Planning Member a councillor whom they consider (i) has a sufficient level of experience or training to enable them to contribute to the work of the committee; and (ii) is willing and available to frequently attend meetings of the committee (whether or not acting as a substitute).
5. If the committee decide to appoint a member who has not had the sufficient level of experience or training, then appropriate arrangements will be put in place to ensure that the elected member concerned is offered a comprehensive 121 training package.
6. The Committee is asked to name a councillor to replace Councillor Thomas as Reserve Planning Member to bring the number of Reserve Planning members to ten.

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

LEAD AUTHOR	CONTACT DETAILS	DATE
Lyndsey Lacey - Simone	01253 658504	12 June 2017

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Development Management Committee – 10 June 2015		Town Hall and Website

INFORMATION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	28 JUNE 2017	6
LIST OF APPEALS DECIDED			

PUBLIC ITEM

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

SUMMARY OF INFORMATION

The council received the following attached appeal decisions between 12/5/17 and 16/6/2017.

SOURCE OF INFORMATION

Development Services

INFORMATION

List of Appeals Decided attached.

WHY IS THIS INFORMATION BEING GIVEN TO THE COMMITTEE?

To inform members on appeals that have been decided.

FURTHER INFORMATION

Contact Andrew Stell, Development Manager, 01253 658473

Appeals Decided

The council has received decisions on the following appeals between 12 May 2017 and 16 June 2017.

Rec No: 1			
09 February 2017	16/0183	LAND ADJACENT TO BALI-HAI, WEST MOSS LANE, WESTBY WITH PLUMPTONS, LYTHAM ST ANNES, FY8 4NH ERECTION OF DETACHED TWO STOREY DWELLINGHOUSE WITH INTEGRAL GARAGE FOR USE AS A RURAL WORKERS DWELLING INCLUDING FORMATION OF ACCESS TRACK FROM WEST MOSS LANE AND EXTERNAL PARKING AREA	Informal Hearing RT
Appeal Decision:	Dismiss: 25 May 2017		
<hr/>			
Rec No: 2			
15 February 2017	16/0489	24 WOOD STREET, LYTHAM ST ANNES, FY8 1QR RETROSPECTIVE APPLICATION FOR REPLACEMENT OF WINDOWS AT FIRST AND SECOND FLOOR TO WOOD STREET ELEVATION WITH UPVC FRAMED WINDOWS	Written Representations AS
Appeal Decision:	Dismiss: 30 May 2017		
<hr/>			

Appeal Decision

Hearing held on 11 April 2017

Site visit made on 11 April 2017

by A A Phillips BA (Hons) DipTP MTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 25 May 2017

Appeal Ref: APP/M2325/W/17/3166503

Land adjacent to Bali Hai, West Moss Lane, Higher Ballam, Lytham St Annes, Lancashire FY4 4NH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr David Beesley against the decision of Fylde Borough Council.
- The application Ref 16/0183, dated 9 March 2016, was refused by notice dated 6 July 2016.
- The development proposed is the erection of a detached two storey dwelling house with integral garage for use as a rural workers dwelling including formation of access track from West Moss Lane and external parking area.

Decision

1. The appeal is dismissed.

Procedural Matter

2. I have used the agreed description of the proposal as above rather than the description used on the planning application form as it more accurately describes the proposal before me.
3. I have been referred to a number of policies in the emerging Fylde Local Plan Publication Version June 2016. However, although the examination has started it has been adjourned and as such the policies in it may be subject to change. Therefore, I can only give limited weight to these emerging policies.

Main Issues

4. The main issues are:
 - i. Whether, having regard to local and national policy that seeks to avoid isolated new homes in the countryside there is an essential need for a rural worker to live permanently at a new dwelling at or near to their place of work.
 - ii. Whether the dwelling is of a size commensurate with the essential requirement and could be sustained in the long term by the enterprise.
 - iii. The effect on the character and appearance of the area.
 - iv. The effect on nearby protected sites with particular regard to overwintering birds.

Reasons

5. At the time of determining the planning application it was considered that the Council did not have an up to date five year supply of housing land. However, subsequently, on 28 February 2017 the Council issued an Interim Five Year Housing Supply Statement which confirms that the Council does have an up to date five year supply of housing land. This has been the subject of discussion at the first part of the Local Plan Examination and the Inspector is yet to report on whether the Local Plan process can move to the next stage on that basis. However, the evidence before me demonstrates that the Council does currently have an up to date five year supply.

Essential Need

6. Policy SP2 of the LP relates to development in countryside areas and states that in such areas development will not be permitted except where proposals fall within one of a number of categories. These include development essentially required for the purposes of agriculture, horticulture, forestry or other uses appropriate to a rural area. Therefore, unless it has been demonstrated to be essentially required residential is not an appropriate use.
7. Policy SP10 relates specifically to agricultural workers dwellings and states that new permanent dwellings required in connection with agriculture will only be permitted on existing well-established units and subject to specific criteria. This includes there being a clear functional need which could not be met by an existing dwelling or other accommodation on the unit or in the general locality, the need relates to a full time worker and the unit and agricultural activity concerned is profitable and well-established. Policy SP12 of the LP states that new agricultural dwellings will only be permitted which are of a high standard of design and dwellings located in an isolated location away from the existing farmstead will not be permitted. Where possible, access should be taken from existing farm drives. Policy SP14 of the LP specifies that planning permission will not be granted for a new permanent dwelling in the countryside in relation to small scale commercial operations, including riding stables and equestrian centres. HL2 of the LP states that planning applications for housing will only be permitted where the development would be in keeping with the character of the locality, is in a sustainable location having regard to the availability of facilities and services, among other objectives.
8. With regard to national policy, Paragraph 55 of the Framework states that isolated new homes in the countryside should be avoided in the absence of special circumstances, such as the essential need for a rural worker to live permanently at or near their place of work in the countryside. Therefore, there is a requirement to consider both the physical need for someone to be on site at most times and also whether the business in question has reasonable long term prospects so as to be regarded as permanent.
9. The appeal site is located off West Moss Lane adjacent to an existing residential property known as Bali Hai. It is rectangular in shape and has direct vehicular access off West Moss Lane. There are open fields around the site with a row of residential properties to the east which form the small hamlet known as Higher Ballam. Near to the site and within the ownership of the appellant are some agricultural type buildings, including some which have been converted to stables, storage and workshops used by the appellant in connection with the equestrian and agricultural contracting businesses.

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10. According to the LP the site is situated outside of any settlement and is therefore within land designated as countryside. Lytham is the closest settlement and is approximately 2.1 kilometres from the appeal site.
 11. The evidence presented to me confirms that the appellant is employed full time elsewhere whilst his wife is now retired and spends a great deal of her time at the stables near to the appeal site undertaking a range of tasks associated with the horse livery and breeding horses. The appellant also undertakes agricultural contracting work and carries out machinery repairs and servicing. From time-to-time some casual labour is employed for the equestrian business and contractors are sometimes brought in to train and school horses.
 12. The enterprise also involves taking a hay or haylage crop from land adjacent to the appeal site and from other land which may be rented for that purpose. Some of the crop is fed to the horses and some is sold. The appellant carries out a range of work at the enterprise and he has also invested significantly in agricultural machinery which appears to be mainly used off-site in his employment as a part time agricultural contractor. Therefore, I do not consider the agricultural contracting side of the business to necessitate a full time permanent presence or residence on site it.
 13. At the time of my site visit there was a total of eight stables on site used for a mix of full livery and 'DIY' livery. There were currently four full liveries on site with the remaining stables being used for 'DIY' livery purposes. The appellant has confirmed that the last horse births at the site were in 20014 when two horses were born. Previous to that one horse was born in 2012. Therefore, in the past five years there have been a total of only three horses born at the site. The equestrian business has operated on the site along these lines for the past nine or so years.
 14. I understand that properties previously associated with the farm; namely West Moss Farm and Bali Hai, are no longer available to the appellant due to family circumstances and therefore it has been necessary for him and his family to live elsewhere for the past ten years. The main reason for regular presence on site and the need for a permanent residence adjacent to the site is animal welfare including monitoring sick horses and the need for there to be an on-site presence around the time a horse is due to give birth. However, I understand that horses generally give birth without human intervention and the appellant confirmed at the Hearing that there has been no human presence at the birth of any foals at the enterprise. Equipment such as birthing alarms could also be used to monitor horses and could alert the appellant if an emergency situation arose.
 15. I also observed that there is a CCTV system at the stables site and that system could be used or modified to monitor horses. The appellants currently live in St Annes which is between approximately ten to twenty minutes' drive from the site and therefore if their presence was required they could get there in a reasonable timescale. However, an on-site presence at the site would not satisfy the welfare of all the horses all year round because at certain times of the winter some horses may be sent elsewhere at Freckleton, Wrea Green, Elswick and Kirkham for grazing.
 16. The appellant has also identified security and personal safety reasons for requiring a permanent residence on site. There have been two incidents reported to the Police, neither of which have related to the appellant's
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property, but rather suspicious behaviour near to the site. Theft of hay and straw has also occurred and the appellant stated at the Hearing that rural crime is currently at its peak. However, given that there have only been two reports of crime to the police, only anecdotal information regarding crime and intimidation rather than specific evidence of crime at the appeal site and no records of crime have been presented there is insufficient evidence to demonstrate that an on-site presence is required for the protection of property and in the interests of the enterprise. Furthermore, other options such as using an intruder alarm, CCTV and linking such detection equipment to the appellant's existing residential property or to the Police could equally deal with the risks associated with potential crime.

17. Therefore, given the very limited number of births at the site over the past few years, the options available for surveillance of the site, the relatively small scale of the equestrian operation on the site and the lack of evidence relating to security and personal safety I do not consider that the enterprise justifies or demonstrates an essential need for a rural worker to be present on site at all times.
18. Financial information for the period April 2011 to April 2014 has been submitted as evidence of the financial viability of the enterprise. However, the information includes expenditure clearly not associated with the business such as hotel accommodation and cat food. Furthermore, the presentation of the evidence is inconsistent and unclear and appears to exclude important financial information relating directly to the operation such as salaries, utilities and insurance. Income from the sale of horses, livery, the sale of other items and a loan for machinery appear not to have been included. The appellant has stated that the business does not run at a loss and there are business contracts for the coming year. However, overall there is no detailed or accurate income and expenditure information available which demonstrates the scale of the business and profitability in the business that would be able to support the current proposal in the long term. The information does not demonstrate the scale of the enterprise to justify a full time worker and it provides no comfort regarding where the money would come from within the business to construct and service the proposed dwelling.
19. No business plan has been submitted as evidence to show how the business will move forward in the future to ensure a rural workers salary can sustain the proposed development. Although the appellant intends to expand the business in the future by building more stables and a new barn, there is no information to show where the money would come from to pay for these or the level of income that may be generated for the enterprise.
20. The appellant has submitted some evidence in relation to the availability of alternative accommodation nearby which is claimed to show that suitable properties in the area are out of his price range and do not meet his desire to live on the site near to their enterprise. In response to this evidence, at the Hearing the Council stated that their research showed there to be numerous properties within half a mile of the site and others that would significantly reduce the distance between the appellant's place of residence and the site. Although the Council acknowledged that some of these properties may not be of the type desired by the appellant they may meet the needs of a rural worker in this case. The appellant also stated that they would be able to fund the build cost should planning permission be granted for the dwelling and the

family income from the farm could support them. However, on the basis of the financial information provided there is no evidence to support this claim. Furthermore, I am not convinced that there are no other suitable properties to meet the needs of the enterprise within the locality.

21. It is clear that the appellant has previously been advised by the Council to explore alternatives to building a new dwelling on the appeal site. The appellant has dismissed converting buildings within the farm yard or building a new house around one of the existing buildings adjacent to the farm yard on the grounds that the Council has previously advised that planning permission would not be granted for either. However, it is apparent that these discussions took place on an informal basis several years ago and that no formal enquiries or planning applications were ever submitted.
22. I therefore conclude that it has not been demonstrated that there is an essential need for a rural worker to live permanently at the appeal site in the countryside. As such, whilst I recognise that living on the site would mean the appellant and his wife would not have to travel to the stables the proposal would conflict with Policies SP2, SP10, SP12, SP14 and HL2 of the LP and the Framework.

Size of the proposed dwelling

23. Policy SP10 of the LP states that new permanent dwellings will only be permitted where the dwelling required is of a size commensurate with the established requirements and could be sustained by the enterprise in the long term, among other things.
24. The proposal is for a large two storey detached dwelling with an attached garage and would have a lounge, living/dining/kitchen, pantry, toilet, hall and attached garage with storage space at ground floor with four bedrooms (two en suite), store and main bathroom at first floor level.
25. It appears to me that the proposed dwelling has been designed not to meet the requirements for a permanent rural worker, but rather for the appellant and his wife and also their extended family. At the Hearing the appellant clarified that the house had been designed with particular circumstances in mind that no longer exist. It would also accommodate the residential requirements of the appellant's son who is not employed in the enterprise or any other rural activity and his family.
26. According to Paragraph 55 of the Framework, proposals for isolated new homes should be avoided unless there are special circumstances including the essential need for a rural worker. The proposal may meet the family's circumstances, but it is over sized for a rural worker's dwelling and therefore contrary to the intention of the Framework and also the adopted development plan.
27. Therefore, on this issue I conclude that even if an essential need had been demonstrated the proposal would not be of a size commensurate with any essential requirement and could not be sustained in the long term by the enterprise contrary to Policy SP10 of the LP and the Framework.

Character and appearance

28. Policy SP12 of the LP states that new agricultural dwellings will only be permitted which are of a high standard of design. Under Policy HL2 planning permission for housing will only be permitted where the development would be in keeping with the character of the locality in terms of scale and design, among other things.
29. The landscape around the appeal site is essentially flat open countryside with small and medium sized fields and scattered small pockets of woodland. There is also a row of rural properties and other dispersed farm buildings in the vicinity. West Moss Lane itself is a relatively narrow Lane which links Ballam Road to a series of rural routes and groups of agricultural buildings and properties. The site is highly visible from West Moss Lane and other wider vantage points due to the open and flat landscape.
30. The proposed two storey modern dwelling would contrast greatly with its surroundings and would stand on its own at the edge of the row of existing properties which includes Bali Hai, the adjacent bungalow. Furthermore, it would be separated from the buildings used for the appellant's enterprise. The dwelling plus its curtilage, vehicle parking areas and other domestic paraphernalia would constitute an urban form in a rural setting and be at odds with its surroundings and harmful to the character and appearance of the countryside. Although the hedgerow which bounds West Moss Lane would provide some screening I find that overall, the scheme would fail to respect its attractive rural surroundings.
31. On this issue I conclude that the proposal would be very harmful to the character and appearance of the area and would therefore conflict with Policies SP12 and HL2 of the LP and the Framework.

Overwintering birds

32. The appeal site is situated at the edge of the Lytham Moss Biological Heritage Site which is linked to the Ribble and Alt Estuaries Special Protection Area (SPA) and Ramsar site and the Morecambe Bay SPA and Ramsar site. These are important for the habitat provided for foraging wintering birds. Further to the submission of an ecological assessment which was submitted in support of a recent planning application at nearby Coppice Farm the Council's ecologist advised that subject to avoiding site works during winter months and a landscaping plan to screen the development from wintering birds, the proposal raised no concerns from an ecological perspective.
33. However, a recent appeal¹ for land at Coppice Farm on West Moss Lane referred to the same ecological survey submitted by the appellants for the current appeal. In that case the Inspector found that it had not been demonstrated that the proposal would not have significant adverse effects on the interest of the SPA to the extent that conflict was found with the development plan.
34. However, the Coppice Farm development for the demolition of existing agricultural buildings and the erection of residential development comprising ten detached houses would have significantly changed the character of that site which is surrounded by very open land, generate greater levels of activity and sterilise a large area of land which would be much less attractive for over

¹ APP/M2325/W/16/3158103

wintering birds. The current appeal site is further away from the estuary, located adjacent to existing activity generating residential development and has some existing hedge screening along its front boundary.

35. In the event of allowing this appeal imposing the conditions specified by the Council's Ecologist could be imposed to mitigate harm. I am satisfied that the circumstances are sufficiently different to the Coppice Farm case to conclude on this issue that the proposal would not have a harmful effect on nearby protected sites with particular regard to overwintering birds. Therefore, on this issue I find there to be no conflict with the Framework.

Other matters

36. The appellant has drawn my attention to several other developments in the area which have been granted planning permission by the Council. I observed some of these at my site visit. Although I had very limited information on these cases, it appears to me that none were comparable to the appeal case with respect to the type of development, location, setting, scale and planning policy context. Therefore, they have very limited relevance to the current case and I have determined the current appeal on its own merits.
37. I understand that the appellant is part of the local community and works for local farmers and residents and that the proposal would have a role in meeting the appellant's family needs. The appellant also contends that the development would allow his grandchildren to be brought up in Ballam, contribute to bringing the next generation into agriculture, encourage young people to become caretakers of the environment and experience the countryside and where food comes from. However, little weight can be given to such personal circumstances.
38. The appellant stated at the Hearing that the development will include facilities for recycling waste water and energy generation, yet there are no such proposals shown on the submitted plans. I observed on site that there is an owl box in one of the buildings and that there would be no effect on the living conditions of neighbouring residential properties as a result of the proposal.

Conclusion

39. I have found no harm with regard to the effect on nearby protected sites with particular regard to overwintering birds and there are no harmful effects on the living conditions of neighbouring properties. Nevertheless, I have found that it has not been demonstrate that there is an essential need for a rural worker to live permanently at the appeal site in the countryside and that even if an essential need had been demonstrated the proposal would not be of a size commensurate with any essential requirement and could not be sustained in the long term by the enterprise contrary. I have also found harm with respect to the character and appearance of the area.
40. Therefore, for the reasons given above and taking into account other matters raised I conclude that the proposal conflicts with the development plan taken as a whole and that the appeal should be dismissed.

Alastair Phillips INSPECTOR

APPEARANCES

FOR THE APPELLANT:

David Beesley

Sharon Beesley

FOR THE LOCAL PLANNING AUTHORITY:

Andrew Stell	Development Manager
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INTERESTED PERSONS:

Angela Laycock	Local resident
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Timothy Laycock	Local resident
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Appeal Decision

Site visit made on 25 April 2017

by Thomas Hatfield BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 30th May 2017

Appeal Ref: APP/M2325/W/17/3167594

24 Wood Street, Lytham St Annes, FY8 1QR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Keith Robinson against the decision of Fylde Borough Council.
 - The application Ref 16/0489, dated 30 June 2016, was refused by notice dated 6 January 2017.
 - The development proposed is described as "replacement windows to Wood Street elevation. Retrospective application."
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. The development has already been implemented and the appeal is therefore retrospective in nature.

Main Issue

3. The main issue is whether the development would preserve or enhance the character or appearance of the St Annes (Town Centre) Conservation Area.

Reasons

4. The appeal property is located within the St Annes (Town Centre) Conservation Area, which encompasses the historic core of the town. St Annes was originally planned as a Victorian seaside resort, and it retains much of its original character. The conservation area is characterised by attractive 3 and 4 storey terraces with bay windows and period detailing. The appeal properties comprise part of one such terrace. They are attractive Victorian properties, with interesting gable and window detailing, that are visible in longer views along Wood Street. In my view they clearly make a positive contribution to the special character of the conservation area.
5. The terraces in the conservation area mostly contain traditional timber windows. Whilst a number of the properties along Wood Street now have uPVC windows at upper floor levels, the Council state that these have been installed without planning permission. This has not been disputed by the appellant.
6. The appeal property contains uPVC windows at first and second floor levels that have replaced traditional timber windows. In this regard, the Council has provided photographic evidence of how the previous windows looked. In

comparison, the replacement uPVC windows have introduced bulkier frames that are modern in appearance. This is particularly apparent in relation to the casement openings, which appear cumbersome and unsympathetic. The uPVC windows that have been installed on the larger bay windows at the north eastern end of the terrace are particularly harmful. These windows, which are not separated by stone or brick mullions, are more sensitive to the introduction of the bulkier frames. The breaks that have been created across the centre of some of the upper panes are also prominent and incongruous. For these reasons, the appeal windows would compound the harm to the conservation area that has already been caused by other uPVC windows installed without consent.

7. The replacement of traditional fenestration with uPVC windows in some of the surrounding properties (without consent), has not altered the character of the area to such an extent so as to justify the development. Whilst the adjoining properties in the terrace have uPVC windows, these were also installed without consent. In any case, these properties occupy smaller part of the terrace than the appeal buildings.
8. The appellant states that the former timber windows were in a poor state of repair; however, there is no evidence before me to corroborate this. In addition, the previous refurbishment of the buildings to a high standard does not provide a justification for other harmful alterations.
9. My attention has also been drawn to a recent appeal decision in a neighbouring authority (ref APP/U2370/C/12/2181438). The full details of that case are not before me. However, I note that it related to a large and prominent building that was taller than the surrounding properties. It is also some distance away from the appeal property and the St Annes (Town Centre) Conservation Area. In any case, I have come to my own view on the appeal proposal, rather than relying on the view my colleague came to elsewhere.
10. For the above reasons, I conclude that the development would fail to preserve the character and appearance of the conservation area. This harm would be less than substantial when considered against paragraphs 132 – 134 of the National Planning Policy Framework ('the Framework'). However, there are no public benefits that would outweigh the harm to the conservation area in this case.
11. I conclude that the development would be contrary to Policy EP3 of the Fylde Borough Local Plan (2003). This policy seeks, amongst other things, to ensure that new development preserves the historic environment and complements the surrounding area. It would also be at odds with guidance in the Framework relating to designated heritage assets.
12. In coming to that view, I have had regard to the Council's Windows, Doors and Architectural Joinery Supplementary Planning Guidance (SPG) (2001). However, it is unclear whether this document has been subject to public consultation and the Council has not responded on this point. In these circumstances, I attach only limited weight to the SPG.
13. The Council has also drawn my attention to Policy EN5 of the emerging Fylde Local Plan to 2032, which has recently been submitted to the Secretary of State for examination. In this regard, paragraph 216 of the Framework states that weight may be given to relevant policies in emerging plans according to

their stage of preparation, the extent to which there are unresolved objections, and the degree of consistency with the Framework. In this case however, I have no information before me regarding the extent of any unresolved objections to emerging Policy EN5. Accordingly, I attach only limited weight to it.

Conclusion

14. For the reasons given above I conclude that the appeal should be dismissed.

Thomas Hatfield

INSPECTOR