

Item Number: 2

Committee Date: 10 January 2018

Application Reference:	17/0738	Type of Application:	Full Planning Permission
Applicant:	Gladman Care Homes Ltd	Agent :	
Location:	AXA DATA CENTRE, WEST CLIFFE, LYTHAM ST ANNES, FY8 5DR		
Proposal:	DEVELOPMENT OF SPECIALIST ACCOMMODATION FOR THE ELDERLY CONSISTING OF 65 APARTMENTS WITH CARE, COMMUNAL FACILITIES, PARKING AND ASSOCIATED PRIVATE AMENITY SPACE		
Ward:	CLIFTON	Area Team:	Area Team 1
Weeks on Hand:	19	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/@53.738632,-2.9535408,170m/data=!3m1!1e3?hl=en>

Summary of Recommended Decision: Delegated to Approve

Introduction

This item was presented to Committee for a decision at the 6 December 2017 meeting. The minutes record that the decision was deferred:

“To allow discussions with the applicant regarding the provision of additional parking spaces within the scheme and the improvement of the design of critical elevations of the building visible from West Cliffe.”

Since that meeting the application has been revised with:

- The provision of an additional 10 car parking spaces located to the south of the site near the entrance by the removal of areas of proposed landscaping from the initial scheme. As a result parking provision on the site now equates to 52 spaces relative to the elderly accommodation, and 10 spaces for residents on Wharf Street.
- A revision to the elevation of a portion of the building located closest to the dwellings on West Cliffe through the incorporation of a contrasting render and dark brick vertical band. Windows within this part of the east elevation have also been annotated on the submitted drawing to highlight that they will be fitted with obscure glazed.

In addition, the applicant has provided a Car Parking Note (CPN), to support the original parking numbers and that now offered. The applicant contends that there are a number of factors which limit the parking required including:

- occupation by those in need of care.
- provision of communal facilities within the scheme, for some residents who have who high levels of care the site is as far as they are able or wish to travel.
- Access to a good bus service and a pool are driver will be made available. Some residents have

- mobility vehicles and storage/ charging is provided on site.
- Occupancy and age control the nature and size of households and to date all Adlington apartments are occupied by single persons or couples.
- A number of residents will cease to use cars once they have moved in to the property.

The CPN states that the parking which the Applicant has been requested to provide is way in excess of other comparable developments and well in excess of the level of provision usually requested by Council's. The CPN refers to 16 other Adlington schemes, with the average parking provision being 54% (ranging between 41% and 79%). The CPN considers other comparable developments, including McCarthy & Stone in Southport, Wyre, Trafford, Bury, Stockport and Cheshire, which illustrates an average parking provision of 43%. The original proposal was for 65% whilst the updated site layout demonstrates 80%, well in excess of the average provided on other schemes. The Applicant, with extensive experience of the sector and of delivering such schemes has established that parking provision in excess of 55% is entirely appropriate for development such as this. It must be noted that an under provision on the site is not in the interest of the Applicant as this can discourage prospective purchasers and damage the reputation of development and developer, and thus is commercially undesirable. The Applicant considers that the 52 car parking spaces now provided is approaching and indeed may represent an over provision on the site, as such, this is the maximum level of parking that the Applicant is prepared to offer for this development.

The CPN also refers to the potential negative impacts of over provision:

- Contrary to government and local planning policies seeking to promote sustainable development by reducing overall car usage.
- May encourage residents to retain and rely on cars for longer than necessary for their needs and capabilities.
- Inefficient use of land which may otherwise provide valuable amenity space.
- Possibly result in underutilised parking for much of the time – this can be functionally and visually undesirable.
- This in turn can encourage unauthorised parking within the development.

The officer recommendation to the December meeting confirmed their view that the original submission provided for an acceptable level of parking and a satisfactory design. Notwithstanding that, the submitted revision provides for increased car parking provision on the site and improved elevation design to mitigate the concerns raised by Members.

The revisions now presented are an improvement over the original scheme, and do not alter the officer recommendation from the previous report which remains to grant planning permission subject to the completion of a s106 agreement.

The following is the report that was on the previous agenda.

Summary of Officer Recommendation

The proposal for consideration by Members is a Full planning application for specialist accommodation for the elderly consisting of 65 apartments on the former AXA site with access from Wharf Street, Lytham.

Gladman Care Homes have built over 40 Care and Nursing Homes throughout the UK. This facility enables older people to retain control over their own lives while receiving the care and support they need, allowing residents to remain as independent as possible for as long as

possible. Importantly, residents are required to be 55 years of age and/or in need of some form of care package.

The site is located within the urban area of Lytham St Annes and has no specific allocation in the adopted Fylde Borough Local Plan, but is allocated for housing in the submission version Fylde Local Plan to 2032. The principle of the proposed development on the site is considered acceptable due to the sites housing allocation.

The proposal will enhance the locality through removal of a large and unsightly building and construction of an appropriately designed development. The development provides for satisfactory access to the site and there is sufficient capacity to ensure that the proposal would not have a severe impact on the safe and efficient operation on the local highway network. Appropriate parking for the end user has been demonstrated in the submission. The scheme would result in an acceptable relationship with surrounding uses, and would have no adverse impacts in terms of ecology, flooding and drainage subject to conditions.

There are no other technical issues which would warrant refusal of the proposal.

On balance, the officer recommendation is that Members support the application, subject to conditions and a legal agreement to secure:

- £1000 per apartment (£65000) contribution toward public realm enhancements in Lytham Town Centre, with 50% payable prior to construction of the development and remainder prior to first occupation of the development.
- £5000 contribution to cover the costs of investigation and possible future changes to the existing waiting restrictions on Wharf Street, to cover staff costs, the advertising and implementation of traffic regulation orders for the changes to the waiting restrictions – payable to prior to construction of the development.
- Occupancy restriction to aged 55 years or older, and, those assessed to be in need of care.

Reason for Reporting to Committee

The proposal is a 'Major' scale application that is recommended for approval and so it is necessary for the application to be presented to Committee for determination.

Site Description and Location

The application site is located within the settlement boundary of Lytham St Annes, immediately east of Lytham Town Centre. It has no formal allocation in the adopted Fylde Borough Local Plan (FBLP) and is a housing allocation in the submission version Fylde Local Plan to 2032 (SV).

The site is approximately 0.79 hectares in size and is occupied by a vacant building, formerly used by AXA for Technologies Services, and car park hardstanding area. The existing building is of industrial size and proportion, and has boarded up due to it being subject to anti-social behaviour. Vehicular access points to the site are currently via West Cliffe and Wharf Street.

The site is located within a predominantly residential area, being bound by housing to the south and east, Booths supermarket to the west, and, rail corridor with housing beyond to the north.

Details of Proposal

Full planning consent is sought for specialist accommodation for the elderly (age 55 or older) consisting of 65 apartments. The apartments will be self-contained consisting of 12 one bedroom, 44 two bedroom and 9 three bedroom units. Submitted floor plan drawings also indicate communal use areas including two lounge areas, restaurant, hair salon, activities/ crafts room and spa.

Gladman Care Homes have built over 40 Care and Nursing Homes throughout the UK. Their aim is to meet the current and future needs of older people who are in need of care, by constructing specialist developments that will enhance the local environment and contribute to the attainment of mixed and balanced communities. The scheme offers an alternative to residential care for older people by combining the advantages of high quality, self-contained and secure accommodation, with the provision of flexible care services on a day to day basis to those in need of care. The service enables older people to retain control over their own lives while receiving the care and support they need allowing residents to remain as independent as possible for as long as possible. The scheme allows residents to receive more acute care as their needs intensify. Importantly, residents are required to be 55 years of age and/or in need of some form of care package. Experience shows that the average age of occupants to be 81, with the relatively young age of 55 relating to those unfortunate enough to be suffering with medical issues such as early onset dementia, Multiple Sclerosis or other such debilitating diseases.

The building is 3 storey in appearance, set beneath a hipped roof form with projecting gable detail to all elevations, being constructed of red brick with a contrasting plinth, render and a grey tile. Detailed design includes heads and cills to prominent windows, contrasting brick banding to the eaves of the building, and dark grey framed windows. Apartments above ground floor level have their own balcony, which is a simple metal framed structure attached to the main building on 'stilts'. The development will be set in landscaped gardens located to the north and eastern areas of the site, tree planting will be provided as part of an overall landscape strategy and will include additional planting to the eastern boundary with houses on West Cliffe.

Vehicular access to the development will be solely via that existing on Wharf Street. The Wharf Street/ North Warton Street junction will be improved to enable the prioritisation of Wharf Street. The submitted layout makes provision for 42 parking spaces (65%), 6 of which are to be for disabled users, in addition 10 spaces have also been provided for existing residents on Wharf Street. A service vehicle turning area has been provided adjacent to the bin store areas. Footpaths through the site are delineated by a colour changed surface and link up to the existing network on Wharf Street, a footpath access to Booths is also provided.

Planning consent (17/0411) has been granted for demolition of the existing building on the site, but this has not occurred as yet.

Relevant Planning History

Application No.	Development	Decision	Date
17/0411	APPLICATION FOR PRIOR NOTIFICATION FOR PROPOSED DEMOLITION OF THE FORMER WEST CLIFFE CENTRE/AXA TECHNOLOGY SERVICES BUILDING	Approve Prior Determination	10/08/2017
13/0152	OUTLINE APPLICATION FOR ERECTION OF UP TO 45 DWELLINGS FOLLOWING DEMOLITION OF EXISTING BUILDINGS (ACCESS APPLIED FOR	Approved with 106 Agreement	

	WITH OTHER MATTERS RESERVED)		
88/0547	VEHICULAR & PEDESTRIAN ACCESS TO WHARF STREET	Granted	10/08/1988
88/0060	USE OF VACANT PREMISES & LAND AS COMPUTER FACILITY,	Granted	24/02/1988
87/0071	C/U TO HEALTH CENTRE SHOPPING AND BUSINESS CENTRE WITH RESTAURANT AND BAR	Refused	22/07/1987
85/0692	CHANGE OF USE: PART OF PREMISES TO FORM PUBLIC TRANSPORT BUS DEPOT.	Refused	03/01/1986
83/0467	RESERVED MATTERS: SPORTS CENTRE.	Granted	20/07/1983
83/0248	OUTLINE: SHELTERED HOUSING SCHEME 1. 44 FLATS, WARDENS ACCOMMODATION AND COMMUNITY BLOCK.	Granted	20/06/1983
83/0249	OUTLINE: SHELTERED HOUSING SCHEME 2. 22 FLATS, WARDENS ACCOMMODATION AND COMMUNITY BLOCK.	Granted	20/06/1983
83/0273	OUTLINE: SPORTS AND LEISURE CENTRE.	Granted	25/05/1983
81/0924	CHANGE OF USE FROM STORAGE TO LIGHT/GENERAL INDUSTRIAL PURPOSES.	Granted	18/03/1982

Relevant Planning Appeals History

None

Parish/Town Council Observations

Not applicable.

Statutory Consultees and Observations of Other Interested Parties

Lancashire County Council - Highway Authority

Raise no objection and conclude that the development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site, subject to conditions and £5000 contribution toward investigation and possible changes to existing waiting restrictions on Wharf Street.

The key elements of their consultation response are:

Highway Capacity

To determine the estimate traffic generation of the 65 apartments, Ashley Helme carried out a traffic count at a similar development in Heaton Chapel, Stockport for 52 apartments providing specialist accommodation for the elderly.

The Ashley Helme am and pm peak period predicted traffic generation from the site between 8.30am and 9.30pm is an estimated peak flow of 28 two-way traffic movements and between 4pm and 5pm the estimated two-way traffic movements is 19 two-way traffic. TRICS is the national standard system used to predict trip generation and analysis of various types of development. (LCC) Highways have tried to replicate these figures using the TRICS data base and agree the Ashley Helme assessment for future traffic generation for the 65 apartments is robust.

The estimated traffic generation for the proposed new development at the junction of Wharf Street and North Warton Road equates to approximately 1 additional vehicle

every two minutes during the am and pm peak periods.

(LCC) Highways also agree with the Ashley Helme conclusion that the proposed development for 65 apartments will generate less traffic movements than the existing use of the site, although this traffic was onto West Cliffe.

The National Planning Policy Framework states in paragraph 32 "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. (LCC) Highways are of the opinion that the proposed 65 apartments for providing specialist accommodation for the elderly will not have a severe impact on highway capacity in the immediate vicinity of the site.

Highway Safety

The Lancashire County Councils five year data base for Personal Injury Accident (PIA), was checked on the 10th July 2013. The data indicates there has not been any reported incidents on Wharf Street or at the junctions with Wharf Street and North Warton Street or Warton Street. The highway network surrounding the site is therefore considered to have a good accident record and indicates there are no underlying issue which the proposed development would exacerbate.

Due to increased traffic movements along Wharf Street (LCC) Highways raised concerns regarding existing parking fronting 7 to 15 Wharf Lane (odds only), the restricted sight lines from Wharf Lane onto North Wheaton Street. The Ashley Helme drawing 155/05 rev B "Proposed Site Access Arrangements" shows a proposed off road car-parking for the residents 7 to 15 Wharf Street (odds only) to remove parked cars along this section of road. The drawing also shows a proposed remodelling of the junction with Wharf Street and North Warton Street. (LCC) Highways are of the opinion that the proposed off road car parking and remodelling of the site access is acceptable and would provide a safe access for all users of Wharf Street, including pedestrians, cyclists, cars, delivery vehicle, refuse and emergency vehicles etc. with improved sight lines and possible reduction in traffic speeds passing the junction.

From observations on site and the details provided by the applicant the street light on Wharf Street will need to be relocated to allow safe manoeuvring in and out of the proposed off road car parking bays.

The off-road car parking bays for 7 to 15 Wharf Street (Odds only) would not be considered for highway adoption and the future ownership and maintenance of these parking bays should be considered.

The National Planning Policy Framework states in paragraph 32 "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe" and "safe and suitable access to the site can be achieved for all people". (LCC) Highways are of the opinion that the proposed development should not have a severe impact on highway safety in the immediate vicinity of the site and a safe and suitable access to the site has been provided for all road users

Sustainable Transport

To aid with the sustainability of the site the applicant has shown a pedestrian route with Booths for the residents of the apartments and (LCC) Highways supports this route.

Section 106 Contributions

While the applicant is proposing to provide off-road car parking for 7 to 15 Wharf Street (odds only) (LCC) Highways are of the opinion that other neighbouring property owners may wish to park on-road fronting these properties. (LCC) Highways therefore recommends a section 106 contribution of £5,000 to cover the costs of investigation and possible future changes to the existing waiting restrictions on Wharf Street, to cover staff costs, the advertising and implementation of traffic regulation orders for the changes to the waiting restrictions.

Internal Layout

(LCC) Highways is of the opinion that the proposed internal highway layout is to acceptable design standards for all road users.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Car parking assessment in the Ashley Helme Transport Statement, (LCC) Highways is of the opinion that the applicant has provided adequate off-road parking provision for this type and size of development.

Lancashire CC Flood Risk Management Team

Verbal comments received raising no objection to the proposal subject to inclusion of standard conditions relating to surface water drainage scheme, maintenance/management of SuDS.

United Utilities - Water

Provided advice that the proposal are acceptable in principle, subject to drainage of the development in accordance with principles of the Flood Risk Assessment, and a condition relating to management and maintenance of sustainable drainage systems.

Environmental Protection (Pollution)

No objection subject to control of refuse collections (07.00 – 21.00) to safeguard existing neighbours from the service yard proposed.

Initial concern was raised to proximity of the development to the Booths service yard and potential for noise disturbance to residents of the development, a noise survey was requested by the Environmental Protection officer. Following further assessment of the proposed floor plans this request was removed.

Regeneration Team (Heritage)

The redevelopment of the former Axa site is in principle to be welcomed. The site is presently occupied by the portal framed steel clad building that was originally designed as a sports centre in the early 1980's. It was subsequently used as office accommodation. In view of its floor area, scale and overall height it significantly dominates the surrounding townscape. This is all the more marked since the redevelopment of the Booths site and other adjoining former industrial sites (now residential) has 'opened up' the site such that the present building is all the more prominent – and dominant. In conclusion, therefore, the development of the site has the potential to significantly enhance the site and its relationship with the wider townscape of this part of Lytham, including the nearby designated conservation area.

The proposed residential development as now proposed as emerged through an iterative process with the developer following and initial meeting some months ago. One of the

challenges with the development of this site is one of ensuring that it relates in scale with the particular parts of the local townscape with which it will relate. This varies between (and includes) the properties on Wharf Street, through which the development will be viewed - 2 storey terraced housing, - West Cliff, which backs on to the site and, the broader open character of Booths supermarket and its car park. It is then essential that the building mass, as proposed, is sufficiently 'broken down' to give interest since the development is one of a combined mass etc. effectively forming a single elongated block.

As a result of these discussions the scale of the development is considered acceptable, being lower where it adjoins Wharf Street but taller where such an increase can be satisfactorily accommodated, notably adjoining the Booths car park. Parts of the building will be shielded from view and in other cases seen at a distance e.g. from Badgers Walk and Westby Street. The design contains a series of projections and recessions to give form and structure to the design with the use of characteristic gables and feature hipped roofs which are characteristic of Lytham. Of note, and again following discussions with the developer's architect, the upper portions of some of the outer walls for the block are surmounted by sweeping roofs with prominent eaves detail, supported on projecting brackets, which helps to anchor the building to the ground, The proposal to use a dark grey brick under the eaves for the upper section of the walls will also help in creating a relationship with the roof and diminishing the apparent height of the building.

The introduction of a masonry plinth to the ground floor is welcomed which will highlight the central section of the main brick façade which will remain the dominant element – a deep red brick to compliment the predominant brick of Lytham. The details including vertically proportioned windows with the heads and cills, windows frames (that should be in a deep reveal of one brick depth) with the grey fenestration, will add a contemporary touch to the design. The inclusion of a variety of roof planes, which match the projections and recession of the building, will add some element of variety to the roofscape with the added chimney features enlivening the roofline. The relatively small dormer windows as proposed to form part of the top storey will appear as subservient features set against the mass of the roof itself. This approach is supported.

Overall, the development as now proposed should make a welcome contribution to this part of Lytham, particularly in view of the removal of the former steel clad building. It is inevitably a contemporary intervention into the townscape of Lytham but, in keeping within the spirit and distinctive design traditions, appropriately applied to a large scale building to accommodate a particular type of use. The detailing of the development will be important and the schedule of finishes as proposed is generally supported. The detailing of the window framing and the balconies along with their frontage screens will be important. Many of these matters can be dealt with through the appropriate conditions.

Environment Agency

No objection subject to land contamination condition.

The application site lies partially within Flood Zone 2 (medium probability of flooding) and is classed as a 'more vulnerable' development in the national Planning Practice Guidance to the NPPF. As such, any issues relating to flood risk should be considered by the LPA using our Flood Risk Standing Advice.

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.

Greater Manchester Ecology Unit

No objection subject to conditions.

Bats - No signs of bats were found during the external inspection and three of the buildings were considered to have a negligible potential to support roosting bats. No bats were seen to emerge from any of the buildings and only a low level of bat activity was recorded within the locality. None of the trees on site were considered to have any bat roosting potential.

If bats are found at any time during works, then work should cease immediately and advice sought from a suitably qualified bat worker. We would suggest that an informative to this effect be placed on any permission.

Birds - The hedgerows, trees, ornamental planting and buildings have the potential to support nesting birds, although no evidence of nesting birds was observed at the time of survey. On site works should be avoided during the bird nesting season by condition.

Biodiversity Enhancement - line with Section 11 of the NPPF, we would recommend that opportunities for biodiversity enhancement be incorporated into the new development. These should include bat and bird boxes, sensitive lighting, native tree and shrub planting.

Regeneration Team (Landscape)

No objections.

The site is relatively contained within by mixed age, low density residential development, however the existing data centre (former sports centre) which is located on the site is unsightly and monolithic in character. Redevelopment of the site presents a great opportunity to provide a more appropriate development which fits with the adjacent settlement pattern and delivers an attractive residential space.

I am satisfied that the proposed scheme has resulted from the consideration of the visual impact of any new development on the adjacent areas around the site and that it addresses boundary treatments and visual appearance of the development appropriately.

Changes to the layout are suggested including more formal recreational activity within the gardens, boundary treatments to be uniform in design and consistent in height, surfaces for footpaths should be carefully considered for durability and ease of access, landscaping by condition, a comprehensive Maintenance and Management Plan shall

also be produced which details the ongoing maintenance operations and long term management of the site for a minimum of 10 years.

Network Rail

Raise no objections, but make a series of comments associated with the protection of the integrity and safe operation of the railway associated with:

- Drainage to take water away from the railway.
- The boundary fence and foundations must be on the applicants land.
- The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land.
- Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway.
- Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. maintained by the developer.
- Network Rail expects the developer to mitigate any noise and vibration for future occupiers.
- A Risk Assessment and Method Statement is needed to ensure safe construction.
- Any vibro-compaction machinery / piling machinery or piling and ground treatment works should only be done with the agreement of Network Rail's Asset Protection Engineer.
- A BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail.

Cadent Gas

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Lytham St Annes Civic Society

We see this as an intrusion into the otherwise domestic small scale of Lytham's east end. The overall massing is too great and dominating, we would like to see a maximum of three floors in order to relate at all to neighbouring properties. The design layout itself should be modulated in a smaller scale manner to reflect the residential grain of the streets around it, including West Cliffe.

We see this approach as vital in the long term rather than the imposition of a large mass in this desirable and attractive area of residential Lytham. This proposal will not enhance the area.

Neighbour Observations

Neighbours notified:	07 September 2017
Site Notice Date:	18 September 2017
Press Notice Date:	21 September 2017
Number of Responses	22

Summary of Comments:

- Noise, traffic and sight pollution will have a damaging impact on an adjoining holiday let business.
- Damage to property during construction, including piling, as well as once in operation due to road vibration.
- Removal of wall and trees which is a pleasant outlook, being replaced by parking.
- Disturbance during construction.
- Access to the side of the property for maintenance would be restricted.
- Amenity – 3 to 4 stories is far too high. Overshadow neighbours, light blockage, blocking sunlight
- Dominance of the structure ‘living in a bricked up prison’.
- Lack of privacy due to overlooking of neighbouring gardens.
- Noise from the service yard area, adding to existing problems with Booths supermarket.
- Noise from cars using the access road.
- Pollution from additional cars accessing the site.
- Loss of present unobstructed view.
- Removal of our right to have a lovely quiet and peaceful life in our home.
- Construction access via West Cliffe, this could mean disturbance for a number of years especially if the remainder of the site is also developed.
- Loss of house prices.
- Bulk would be a detriment to the street scene.
- Design – no attempt to blend in with older Victorian housing surrounding, or newer housing. Iron balconies are out of place with the Victorian Edwardian street scene. Contrary to the Council's own development plan under HL2 for housing in the centre of Lytham, housing should enhance and not be a detriment to the street.
- Design – poorly design project which has been copied and pasted, with no consideration for neighbours or tenants.
- Lack of parking - underestimates the number of staff, residents, visitors and care workers who will need parking. Some of the apartments are 3 bedroom. How can they enforce staff travel to work by bus? Expectation that visitors will use Booths car park or surrounding streets which are both congested.
- Displacement of parking from the site which are heavily utilised.
- Where will residents park if yellow lines go down?
- What parking restrictions will be in place for resident parking.
- What safety measures will be put in place to access the resident parking bays.
- Access – access/ egress is poor and dangerous due to parked cars, edge of pavement housing and a high wall. Why can't the present access from West Cliffe be used?
- It is understood that emergency services were not allowed to use Wharf St when AXA data centre was open, does this still apply?
- North Warton St is narrow and one lane with parked cars for much of its length. It is already used as a rat run and is unsuitable for use by the elderly or disability scooters, without the added pressure of the development.
- Can the pedestrian entrance to Booths be available to everyone?
- 10 parking spaces created for residents on Wharf Street, but would only meet some of their needs and would not be designated to them.
- Will Wharf St be used for access during construction?
- Development of 2/3 of the site only, concern for redevelopment of the remainder of the site.
- Concern for the final number of dwellings on the site. Original plans for 45 dwellings on the larger site, this proposal is for 65 dwellings on a portion of that site.
- What will stop the development evolving into private, second or holiday homes?
- There is a greater requirement for affordable housing for younger people in Lytham, which would

be a more appropriate use for the site.

- Community consultation event – strongly disagree by the statement from Adlington that ‘the majority of comments were supportive in principle’ as this was not a true reflection, everyone attending had concerns and anger with several elements of the plans.

Relevant Planning Policy

Fylde Borough Local Plan:

EP01	Environmental Improvement Schemes
EP10	Protection of important landscape and habitat features
EP11	Building design & landscape character
EP13	Planting of trees, hedgerows and woodland
EP14	Landscaping of new developments
EP19	Protected species
EP23	Pollution of surface water
EP24	Pollution of ground water
EP30	Development within floodplains
HL02	Development control criteria for new housing proposals
HL06	Design of residential estates
TR09	Car parking within new developments
TREC17	Public Open Space within New Housing Developments

Fylde Local Plan to 2032:

S1	Proposed Settlement Hierarchy
DLF1	Development Locations for Fylde
SL1	Lytham and St Annes Strategic Location for Development
ENV2	Biodiversity
ENV4	Provision of New Open Space
GD7	Achieving Good Design in Development
H2	Density and Mix of New Residential Development
H4	Affordable Housing
HW1	Health and Wellbeing
INF1	Service Accessibility and Infrastructure
INF2	Developer Contributions
SL5	Development Sites outside Strategic Locations for Devt

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 pertinent in the assessment of this proposal are the principle of development, design, amenity, highways, trees, drainage and ecology.

Principle of Development

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

The site is located with the settlement boundary of Lytham St Annes and has not specific designation in the FBLP. The site is allocated as a housing site in the SV and has been allocated in that plan to enable Fylde to meet and maintain a 5 year supply of housing. Policies H1 and H2 of the SV supports the new housing on such allocations, including specialist accommodation for the elderly in order to meet the need of an ageing population. The Fylde Local Plan to 2032 is now at an advanced stage in the process and as such can be afforded moderate weight in this decision. Therefore given this allocation the site has clearly been found to be in a sustainable location and would comply with the NPPF requirement that housing applications should be considered in the context of the presumption in favour of sustainable development.

The proposal would, therefore, contribute to meeting an identified need in the SV. The site is considered to be a suitable location for development and the principle of developing the site for the purposes applied for is supported.

Design

Policy HL2 of the FBLP outlines the design criteria against which housing proposals will be allowed. In particular HL2 supports new development which is compatible with adjacent land uses, would be in keeping with the character of the locality in terms of scale, space around buildings, materials and design, and, would not prejudice the future development of a larger area of developable land.

In addition, Policy HL6 requires residential estates to be well-designed, to respect the character of the area and provide an attractive, safe and crime free environment for residents, proposals which involve poor designs and/or layouts which would prejudice the character of the area or public safety, or increase the potential for crime will not be permitted. Policy GD7 of the SV expects development to be of a high standard of design ensuring densities reflect and wherever possible enhance the local character of the surrounding area, relates well to the surrounding context and character of the area, conserve/ enhance the built and historic environment, sympathetic to surrounding land uses and avoids demonstrable harm to the visual amenities of the area.

The site is currently occupied by a vacant industrial building which has been subject to anti-social behaviour. The structure and site in general have deteriorated over time and are considered to detract from the local area. Portions of the building are exposed to distance views from adjacent public vantage points exacerbating the current visual impact concern. Redevelopment could therefore greatly improve and enhance the visual quality of the site and locality, subject to an acceptable design solution.

Loss of the existing building on site has previously been accepted by approval of 17/0411.

The existing building is industrial in appearance and scale, occupying a majority of the application site. The proportions of the existing building are considered to form a precedence for an acceptable scale of development on the site. The scheme has emerged through a series of pre-application meetings with the Planning Authority. As a result of these discussions the scale of the development has been revised, being lower where it adjoins Wharf Street but taller where such an increase can be satisfactorily accommodated, notably adjoining the Booths car park. Parts of the building will be shielded from view and in other cases seen at a distance e.g. from Badgers Walk and Westby Street. The submission includes a height comparison between the existing structure and that proposed, indicating that the height of the building proposed is comparable. In addition, there are some larger scale buildings immediately adjacent to the site including Booths Supermarket and 3 storey apartments on Haven Road. On balance the scale of development proposed is considered acceptable.

The layout makes provision for landscaped garden grounds, parking and servicing arrangements, and would result in a reduced developed area on the site when compared to that existing. The proposal is not therefore considered to be an overdevelopment of the site.

The proposed elevations contain a number of projections and recessions through the use of gables and feature hipped roofs which are characteristic of Lytham and give depth to the structure. The upper portions of some of the outer walls are surmounted by sweeping roofs with prominent eaves detail, supported on projecting brackets, which help to anchor the building to the ground. The proposal to use a dark grey brick under the eaves for the upper section of the walls will also help in creating a relationship with the roof and act to diminish the apparent height of the building. The introduction of a masonry plinth to the ground floor is supported and will highlight the central section of the main brick façade which will remain the dominant element – a deep red brick to compliment the predominant brick of Lytham. The inclusion of a variety of roof planes, which match the projections and recession of the building, will add some element of variety to the roofscape with chimney features adding visual interest to the roofline. Detailed design includes vertically proportioned windows with heads and cills, use of grey window frames will add a contemporary touch to the design.

Overall, the development is considered to make a positive contribution to this part of Lytham, particularly in view of the removal of the former steel clad building. It is a contemporary intervention into the townscape but, is considered to be in keeping within the spirit and distinctive design traditions of Lytham which have been appropriately applied to a large scale building to accommodate a particular type of use. Design of the development is therefore considered acceptable, in accordance with the development plan.

Amenity

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.

Existing neighbours which could be affected by the proposal adjoin the application site to the east on West Cliffe, south on North Warton Street and Wharf Street, and west on Haven Road.

The existing building is sited within close proximity of neighbouring dwellings on West Cliffe, appearing as a dominant and oppressive structure. The siting of the proposed building has increased separation to the majority of neighbours on West Cliffe when compared to that existing, resulting in

improved light levels and a less dominant structure. Where habitable rooms and balconies within the development oppose the rear elevation of dwellings on West Cliffe, separation varies between 35m-40m and is considered sufficient distance to minimise overlooking from the proposal.

The rear elevation of 27-31 West Cliffe currently look out over the existing car park. The footprint of the proposed building will extend beyond that existing resulting in these properties opposing the eastern side elevation of the development. Separation between these houses and this element of the scheme is approximately 21m. Scale of the building opposing these neighbours has been reduced to 2 ½ stories through inclusion of an extended eaves line to the hipped roof. Floor plans also ensure that any windows opposing 27-31 West Cliffe are either secondary bedroom windows or serving a study. Tree planting is also proposed to this boundary, which would act to soften and break up the built form. It is acknowledged that the existing open view from the rear of 27-31 West Cliffe would be lost, however, on balance, it is considered that the development would not result in an unacceptable impact to these neighbours. To minimise opportunity for overlooking it is considered necessary to condition the affecting side windows to be obscured and top hung.

Dwellings to the west on Haven Road (The Mariners) are rear facing to the application site and currently have a relatively open aspect, facing out over the car park and single storey element of the existing building. These neighbours have rear habitable room windows opposing the proposed car park and to habitable room windows within the development. At its closest point, separation to the development is 29m, but does increase to 32m. This degree of separation is considered sufficient to ensure that the development would not have an unacceptable impact on these neighbours.

15 Wharf Street is the closest dwelling located to the south and has a side gable relationship to the development and a separation distance of approximately 27m. Further afield, dwellings on North Warton Street have a front facing aspect to the development and separation of approximately 55m. This separation and orientation to the building proposed ensures no unacceptable impact to the amenity of these neighbours.

The proposed vehicular access is to be via Wharf Street, and provides the single point of entry for both cars and service vehicles. Inevitably there will be some noise disturbance from the passage of vehicles to the site, though it is considered that the level of activity would not be significant to warrant refusal of the proposal. Members should also note that the existing site has two points of vehicular entry, from West Cliffe and Wharf Street which would have caused disturbance when in use.

Residents have raised concern to existing noise disturbance resultant from the Booths Supermarket service yard, and how the service yard proposed would act to exacerbate this current problem. There is no service yard area within the scheme, though a turning head located adjacent to the bin store is likely to be used for such means. The turning head is within proximity of houses on Haven Road (The Mariners) and could give rise to noise disturbance if servicing of the development was at an unsociable hour. On this basis it is considered necessary to impose an hours of use restriction on the servicing of the site, the Environmental Protection officer suggests between the hours of 07:00 – 21:00.

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 hours restriction, wheel wash facility, noise/ dust/ vibration controls. Damage to neighbouring dwellings resultant from the construction of development is a private matter and not something that can be taken into consideration when determining this application. For information purposes, a construction company

or contractor must carry insurance to cover the unfortunate circumstances where damage does occur to neighbouring property. This insurance would be used to make good any damage. It is recommended that any neighbours concerned take private professional advice on this matter as the Council cannot be held accountable or liable for the actions of private building companies.

The layout of the development provides for an acceptable level of amenity space through provision of communal landscaped gardens, patio areas and balconies. The amenity needs of prospective residents is considered to be catered for within the development.

On this basis it is considered that the development would not unacceptably impinge on the amenity of existing or prospective residents, in accordance with Policy HL2 and GD7.

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 transport grounds where the residual cumulative impacts of development are severe.

Policy HL2 supports new residential development provided satisfactory access and parking arrangements are provided, and do not adversely affect the safe and efficient operation of the highway network, either individually or cumulatively with other permitted developments. Policy TR1 also encourages the improvement of facilities for pedestrians to encourage walking as an alternative means of travel. SV Policy GD7 refers to similar highway safety matters and T5 requires provision of parking on site and that a flexible approach to parking will be applied, dependent on location of the development.

There are currently two points of vehicular access to the site via Wharf Street and West Cliffe.

Vehicular access to the development is proposed solely via Wharf Street. The current priority for the flow of traffic on Wharf Street stops at the junction with North Warton Street, the scheme proposes to alter this arrangement with Wharf Street having the priority for vehicles through this junction. 42 parking spaces are provided within the development, this equates to less than 1 space per apartment (65%), and is based on the operational experiences of similar developments run by the applicant. A turning area for larger service vehicles is provided adjacent to the bin store area. Footpaths are demarked through the car park by contrast colour surfacing and link up to the existing footpath network on Wharf Street, a footpath link from the development to Booths Supermarket is also provided. In addition, 10 resident parking spaces have been formed opposite 7-15 Wharf Street and ensures that residents have access to parking spaces in the event that parking restrictions are required on this part of Wharf Street.

A Transport Statement (TS) was submitted with the application which concluded that the site is in accessible location being close to Lytham Town Centre and opportunity therein for public transport such as bus and train services. The TS reports that vehicular movements during peak times will be 28 two way trips in the Am (less than 1 vehicle every 2 minutes) and 19 in the PM (less than 1 vehicle every 3 minutes), and that this is less than that estimated traffic flows and parking arrangements for the former occupier of the site. The TS concludes that the proposed development will have no material traffic impact on the local highway network and that there are no transport/ highway reasons for refusal of planning permission.

The Highway Authority (HA) has considered the proposal and concur with the findings of the TS,

stating that the proposal will generate less traffic movements than the former use on the site though acknowledge that this traffic was onto West Cliffe. Notwithstanding, the HA conclude that highway capacity impact would not be severe. The HA also comment that the highway surrounding the site is considered to have a good accident record with no reported incidents and that this indicates no underlying issue which the proposal would exacerbate.

With regards to the physical works proposed, the HA are of the opinion that the resident car parking and junction improvements would provide a safe means of access for all users of Wharf Street with improved sight lines and reduction in traffic speeds through the junction.

The applicant has provided a Parking Statement (PS) with their application. The PS provides details of the applicant's completed and consented Specialist Accommodation for the Elderly schemes and associated level of parking provision. Occupation of the development is restricted by age and most importantly for those to be assessed to be in need of care. The restrictions result in an average age of residents being over 80. Facilities such as a pool car and mobility scooters are also available to residents. The PS provides details of the levels of known resident parking of 16 consented schemes and the demand for resident, staff and visitor parking. The level of parking demand reduces over time for a number of reasons including awareness of other modes of transport, increased use of on site pool car/ mini bus, health issue precluding car usage and increased use of on site facilities (restaurant, hair salon, gardens etc). From their experiences of other schemes, the applicant considers that the amount of parking proposed will provide an appropriate balance, providing sufficient spaces for the initial needs of residents, regular needs in the long term, the aspirations of sustainable development and, avoiding under provision which can create pressure and conflict on existing off site parking.

The Highway Authority has not raised objection based on the amount of parking spaces provided, or the internal layout of the development. The applicant is proposing to provide off-road car parking for 7 to 15 Wharf Street, the Highway Authority considers that other neighbouring property owners may wish to park on-road fronting these properties, and therefore consider it necessary to investigate the need for traffic regulation orders to alter the waiting restrictions. A £5000 contribution to enable investigation of the traffic regulation order has been requested.

The parking allowance is only acceptable based on the Specialist Elderly Accommodation proposed and is unlikely to be supported for a private housing development. On the basis it is advised that there is an occupancy restriction which relates to the type of accommodation applied for, namely 'specialist accommodation for the elderly' with residents being aged 55 years or over and assessed to be in need of care.

It is considered that 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. Appropriate parking for the end user has been demonstrated in the submission.

Trees

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.

There are a number of peripheral trees on the site which are not protected by Tree Preservation Order, but do afford some amenity value for residents on Badgers Walk, as well as a softening landscape feature of the existing site for residents on West Cliffe and Wharf Street. Existing trees are

therefore considered to be of importance and should be retained within the scheme where possible.

The submitted Tree Survey (TS) indicates retention of the majority of trees, though the group adjacent to Wharf Street must be removed to facilitate the resident parking spaces. The TS also identifies protection of retained trees during the construction process. The proposed layout provides for replacement planting in this location and indeed throughout the development, including the bolstering of boundaries especially to housing on West Cliff.

On balance the loss of trees is supported in order to facilitate development of the site, subject to retention and protection of trees as per the submitted TS and layout drawing.

On this basis the proposal is considered to accord with Policies EP12 and GD7, subject to protection of retained trees and hedgerows, and provision of additional tree planting within the development which can be controlled by condition.

Drainage

The site is located predominantly within Flood Zone 1, with the northern most part of the site in Flood Zone 2. Policy EP25 and EP30 of the FBLP 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, foul sewers and sewerage treatment facilities should be of adequate design and capacity 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.

A Flood Risk Assessment and Preliminary Drainage Strategy (FRA) has been submitted with the application. The FRA concludes that the site is not at risk from coastal flooding and there has been no historic flood events within 250m of the site. A part of the site is at high risk from surface water flooding which can be mitigated by appropriate floor levels of the building if required. As the existing site is entirely surfaced using impermeable materials, there are no anticipated increases in peak runoff rates as a result. The site is not appropriate for infiltration and is detached from a watercourse, on this basis discharge of surface water is proposed to discharge as per the existing connection to United Utilities sewers.

The Sequential Test is not considered necessary in this instance since the footprint of the building is within Flood Zone 1, with landscaping to the northern boundary within Flood Zone 2 only. The FZ2 designation is recognised in the FRA, which states that floor levels should be raised by a minimum of 300mm above surrounding ground levels or 600mm above the predicted flood level (whichever is the greater) if works are within this area of the site.

United Utilities, the EA and the LLFA have not raised objection to the proposal, subject to conditions requiring implementation of the FRA and management/ maintenance of SuDS on the site. Therefore, adequate measures can be put in place in order to ensure that the development poses no unacceptable risk in terms of flooding in accordance with the requirements of FBLP policies EP25 and EP30, and the NPPF.

Ecology

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

The site has no specific nature conservation designation in the Local Plan. Policy EP 19 seek to safeguard protected species and their habitats from development, requiring mitigation where appropriate, as well the retention/ enhancement of existing natural features and the introduction of additional features as part of the development in order to provide biodiversity enhancements. Policies ENV1 and ENV2 of SV reflect this current policy position.

It should be noted that any ecological impact associated with the existing building on the site has been considered under separate application for demolition of the building.

The submitted Ecology Survey concludes that the development would have no adverse impact on any statutory no statutory designated sites, and that there is an absence of bats on site. Removal of vegetation from the site should avoid the bird nesting season, landscaping should be native and provision of bat and bird boxes should be made.

The ecology survey demonstrates that development of the site can be achieved without adversely affecting important habitats and species on/adjacent to the site. Indeed GMEU have no objection to the proposal, subject to condition. On this basis the proposal is therefore in accordance with the objectives of the development plan.

Affordable Housing

Policy H2 states that where 100% specialist accommodation for the elderly is proposed, affordable housing contributions will not be sought. The supporting information submitted with the planning application clearly demonstrates that the proposal is intended for elderly accommodation and this is to be secured by the legal agreement. It is not therefore necessary for the scheme to contribute toward affordable housing provision.

Public Realm

Policy INF2 requires development to contribute towards the requirements of the community, including the public realm. In this circumstance, the application site lies adjacent to and within easy walking distance of Lytham Town Centre for prospective occupants. Contributions towards town centre regeneration, as per the Regeneration Framework, are considered appropriate and the applicant has agreed to a figure of £1000 per apartment (£65000). This shall be required by S106 Legal Agreement, with 50% payable prior to works commencing and the remainder prior to first occupation of the development.

Conclusions

The principle of the proposed development is considered acceptable due to the sites housing allocation in the submission version Fylde Local Plan to 2032.

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. Appropriate car parking is provided, and, design and layout of the scheme is acceptable. The proposal is considered to have an acceptable relationship with neighbours, and the development would have no adverse impacts in terms of ecology, flooding and drainage.

There are no other technical issues which would warrant refusal of the proposal.

Recommendation

That, Subject to the completion of a Section 106 agreement in order to secure:

- £1000 per apartment (£65000) contribution toward public realm enhancements in Lytham Town Centre, with 50% payable prior to construction of the development and remainder prior to first occupation of the development.
- £5000 contribution to cover the costs of investigation and possible future changes to the existing waiting restrictions on Wharf Street, to cover staff costs, the advertising and implementation of traffic regulation orders for the changes to the waiting restrictions – payable to prior to construction of the development.
- Occupancy restriction to aged 55 years or older, and, those assessed to be in need of care.

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

And, 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. 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 drawing number 09992-P1-101.
- Site Plan drawing number 09992-P1-103 rev B.
- Building Elevations drawing number 09992-P1-131 rev B.
- Floor Plans 1 General Arrangement drawing number 09992-P1-121.
- Floor Plans 2 General Arrangement drawing number 09992-P1-122.
- Landscape Strategy drawing number 09992-P1-141 rev A.
- Comparative Elevations 1 09992-P1-111 rev A.
- Comparative Elevations 2 09992-P1-112 rev A.
- Comparative Elevations 1 09992-P1-113 rev A.
- Comparative Elevations 1 09992-P1-114 rev A.

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.

3. Notwithstanding the submitted details, prior to commencement of the development hereby approved, representative samples of the external construction materials shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be used in construction of the development.

Reason: To provide sufficient clarity over the construction materials and in the interests of visual amenity for the development, in accordance with Policy HL2 of the Fylde Borough Local Plan.

4. Notwithstanding the submitted details, 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 before any development at that plot takes place. The development shall thereafter be implemented in accordance with the duly approved details.

Reason: In order to ensure a satisfactory relationship between the new dwellings and their surroundings (including buildings and the street scene) and to ensure that the development is not at risk of flooding, in accordance with Policy HL2 and EP30 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

5. Notwithstanding the submitted details, prior to commencement of the development hereby approved, detailed design of the external balcony structures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To provide sufficient clarity over the construction materials and in the interests of visual amenity for the development, in accordance with Policy HL2 of the Fylde Borough Local Plan.

6. Notwithstanding the submitted details, prior to commencement of the development hereby approved, detailed design of the external bin store shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To provide sufficient clarity over the construction materials and in the interests of visual amenity for the development, in accordance with Policy HL2 of the Fylde Borough Local Plan.

7. Notwithstanding the submitted details, prior to commencement of the development hereby approved, detailed design of all windows within the development shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should provide for frame size and colour, heads and cills, and, a 75mm reveal. The development shall be constructed in accordance with the approved details.

Reason: To provide sufficient clarity over the construction materials and in the interests of visual amenity for the development, in accordance with Policy HL2 of the Fylde Borough Local Plan.

8. Prior to commencement of the development hereby approved, a scheme for construction of the site access and off site highway improvements works shall be submitted to and approved in writing by the Local Planning Authority. The off site highway works shall include:
1. improvements to facilitate the re-prioritisation of the Wharf Street and North Warton Street junction.

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

Reason: In order to secure improvements to the highway network to ensure safe and convenient access and circulation for vehicle traffic in the interests of road safety, in accordance with Policy HL2 and TR1 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

9. No development shall take place until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The CMS shall include details of the following: -

- the parking of vehicles of site operatives and visitors.
- loading and unloading of plant and materials.
- storage of plant and materials used in constructing the development.

- provision of any portacabins on the site.
- the erection and maintenance of security hoarding.
- Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made).
- Routes to be used by vehicles carrying plant and materials to and from the site.
- Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
- Wheel wash facilities.
- Measures to control noise, dust and vibration.

The duly approved CMS shall be adhered to throughout the construction period.

Reason: In order to ensure that appropriate measures are put in place to limit noise, nuisance and disturbance to the occupiers of neighbouring dwellings during the construction of the development, in accordance with Policy HL2 and EP27 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

10. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before any development commences and a suitable turning area is to be maintained thereafter.

Prior to first occupancy of the development hereby approved, the private car parking and manoeuvring areas must be marked out in accordance with the approved plan, and permanently maintained thereafter.

Reasons: In the interests of highway safety, in accordance with Policy HL2 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

11. The level of the new driveways fronting 7 to 15 Wharf Street (odds only), shall be constructed 0.150m above the carriageway channel line of Wharf Street.

Reasons: To safeguard the future reconstruction of the highway, in accordance with Policy HL2 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

12. The 10 resident parking spaces opposing 7 to 15 Wharf Street (odds only), as detailed on the Site Plan drawing number 09992-P1-103 revision A, shall be provided prior to occupation of the development hereby approved. Signage requiring use of these spaces for sole use of these parking spaces by residents of Wharf Street shall also be erected prior to occupation of the development hereby approved.

The pedestrian link to the adjacent site to the west, as detailed on the Site Plan drawing number 09992-P1-103 revision A, shall be provided prior to first occupation of the development hereby approved and retained thereafter, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure satisfactory parking arrangements for residents adjacent to the site, and, access arrangements, in accordance with Policy HL2 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

13. Prior to commencement of the development hereby approved, a scheme of boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of the development and retained thereafter.

Reason: In the interests of visual amenity, in accordance with Policy HL2 and HL6 of the adopted

Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

14. Notwithstanding any details shown on the approved plans, prior to commencement of the development hereby approved, a hard and soft landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure retention of all trees and hedgerows identified on the Tree Retention Plan drawing number 7795-A-03 (Arboricultural Assessment, FPCR, August 2017), as well as the type, species, siting, planting distances and the programme of planting of trees, hedges and shrubs for additional landscaping within the development.

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 Policy HL2, EP14 and EP18 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

15. There shall be no lopping, topping or felling of any trees or hedgerow on or overhanging the site unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to protect the existing trees on the site and to ensure satisfactory landscaping of the site in the interests of visual amenity, in accordance with Policy EP12 and EP14 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

16. No clearance of trees and shrubs in preparation for or during the course of development shall take place during the bird nesting season (March to July 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 Fylde Borough Local Plan policy EP19, the provisions of the Wildlife and Countryside Act 1981 (as amended), in accordance with Policy EP19 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

17. During construction of the development works on site shall be restricted to 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 Local Plan (October 2005) and the National Planning Policy Framework.

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

Reason: To enhance the biodiversity value of the site, in accordance with Policy EP19 of the adopted Fylde Borough Local Plan (October 2005) and the National Planning Policy Framework.

19. Prior to commencement of the development hereby approved, 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.

20. 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.

21. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors;
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

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).

22. Once the development is operational, deliveries to or from the site, and, refuse collection from the site shall only take place between the hours of 07:00 - 21:00 Monday to Sunday.

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

23. All secondary bedroom windows and study room windows within the eastern elevation of the development hereby approved shall be obscure glazed to a minimum Pilkington Level 3 and non opening and shall thereafter be retained. Any replacement glazing or window shall also be obscure glazed to a minimum Pilkington Level 3 and top hung.

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

24. The restaurant, hair salon and Spa uses shall remain ancillary to the specialist elderly accommodation hereby approved and shall only be available for use by those working at the premises, occupants of the development and their visitors.

Reason: In order to avoid conflict with town centre retail policies and substandard car parking provision on the site to cater for any general use by the public, in accordance with Policies HL2 and SH15 of the adopted Fylde Borough Council Local Plan (October 2015).



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