



**Our Ref**  
ENQ/17/0385

**Your Ref**

**Ask For**  
Kieran Birch

**Date**  
29 January 2017

Dan Wilkinson  
Northmill Associates Limited  
6<sup>th</sup> Floor  
55 King Street  
Manchester  
M2 4LQ

Dear Sir,

**PRE-APPLICATION ENQUIRY**

**REQUEST FOR MAJOR PRE-APPLICATION ADVICE - PROPOSED RESIDENTIAL DEVELOPMENT**

**HEELEY ROAD, LYTHAM ST ANNES, FY8 2HR.**

**Site location/description**

The application site comprises an existing brownfield site at the western extreme of Heeley Road adjacent to the railway line. To the east of the site is St David's Road North. To the south is another area of brownfield land that is not included in the red edge provided for the enquiry. The site is surrounded by two storey residential development and is located within the settlement of St Annes.

**Proposal**

The scheme as submitted and discussed at the pre application meeting is for the erection of two apartment buildings containing 105 apartments with on-site parking both over ground and basement parking and amenity landscaping. The blocks are shown as 3 and 4 storeys with no elevational drawings provided but block outlines to indicate size and scale. A site plan has been submitted to show the location of the two blocks; A and B as well as car parking.

**Principle of development**

When considering planning applications reference should be made to Section 38(6) of the Planning and Compulsory Purchase Act 2004 which states "...if regard is to be had to the Development Plan for the purposes of any determination to be made under the planning acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise". The

application site is located in land designated as within the settlement of St Anne's. The site is a brownfield site identified through Local Plan Policy SP1 as being an area where subject to other policies within the plan that development will be permitted within and therefore this development is acceptable in principle. The site is also on the Council's Brownfield Land Register which lists the site as a brownfield site suitable for residential development. As such the principle of the development is acceptable providing all normal relevant planning considerations are satisfied

### **Highways**

The number of parking spaces and their layout appears to be acceptable however any application will be subject to consultation with LCC Highways who unfortunately are not providing pre-application advice to Fylde but require applicants to access their own paid service, which can be found on the below link;

<http://www.lancashire.gov.uk/business/business-services/pre-planning-application-highways-advice-service.aspx>

Using this service will allow you to discuss the scope of the Transport Assessment which will be required as well as any other highway and transport issues

### **Flood Risk and Drainage**

Drainage plans for the whole of the site will be required. Plans will need to be submitted to show how both foul and surface water are to be dealt with. United Utilities have commented on the pre-application scheme submitted and state that they would have no objections in principle but would require that foul and surface water are drainage separately, that the application includes 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 and details of the management and maintenance of and SuDS.

### **Scale and residential amenity**

As discussed at the site meeting Fylde Officers have concerns that the scheme as presented will have an unacceptable impact on the visual amenity of the area and also on the amenity of neighboring residents. I will discuss the visual amenities below but it is Fylde Council's opinion that Block A should be 2 and a half storey, and Block B 3 and a half storey with the top level of accommodation in the roof space. This is because the surrounding development is 2 storey and in order to prevent overlooking and loss of light. Block A needs to be set back from the northern boundary so that its rear elevation is a minimum of 21m from the dwelling to the north. The top level of accommodation in the roof space orientated so that the non-habitable rooms such as bathrooms are located at the rear so that the windows can be obscure glazed. Block B needs to be set back so that it is 23m from Block A and also set back from St David's Road so that it is 25m from the front elevation from the dwellings opposite. This is for both amenity and visual impact reasons. The plan produced in the meeting which showed the areas of development needing to be set back blacked out will be attached to this response.

### **Site Layout, visual impact, landscaping and design**

As stated above various elements of the Blocks needs to be set back, this is both to protect amenity and also because of the sites location on the crossroads of Heeley Road and St David's road. The area on the opposite side of the road is open and the development needs to be set back to respect both building lines. This is especially important considering the scale of the blocks proposed. At the

meeting it was discussed that the area to the south of the site could be incorporated into a scheme and it is suggested that the owners of this site are approached with a view to submitting a comprehensive scheme.

No details have been submitted with regard to the design of the proposed building. However it is suggested that the design picks up on the character of the wider area and incorporates some modern elements. I would be happy to consider and comment on elevational drawings when they are drawn up following receipt of these comments. Given the site is a prominent site on a crossroads a high quality design will be required. Block B will be particularly prominent in the street scene, the use of a materials palette which is in keeping with adjacent development will help to assimilate any new built form into the existing townscape.

Existing trees located at the frontage of the site onto St David's Road North should be retained where possible and sufficient room provided between the trees and the development to prevent long term damage and to allow their contribution to the urban landscape to be fully appreciated.

**A** brick wall should be provided along all the boundaries of the development to ensure the longevity of the feature and establish a high quality appearance to the development.

Amenity space provided around the buildings should be carefully considered and well designed, providing colourful flower beds and seating areas which are accessible for all residents. Grass areas should be species rich turf. Trees should be of an appropriate species for their location and planted in positions which do not lead to shading, crowding or other nuisance to residents or adjacent properties.

Street tree species should be agreed with the Council's Tree Officer and should be EHS size, planted in appropriately designed tree pits (min 1200mm<sup>2</sup>), underground guyed and topped with arboresin.

Lighting should be considered in all external areas to provide a safe environment for pedestrians and vehicles on the street and attractive, atmospheric amenity areas.

Surfacing of the cul-de-sac should demonstrate a hierarchy of materials using asphalt with coloured chippings for the road ways and a contrasting material for parking bays. All regular parking bays must be at least 2.5mx5.0m. Pavements and pedestrian areas should be surfaced with another material. Access for all users must be considered with drop kerbs, wide parking bays, cycle shelters and ramps where necessary. The application should include charging points for electric vehicles.

### **Environmental Issues**

The main issue for the Councils EHO regarding this site will be land contamination and due to the close proximity of other dwellings, disturbance during the construction phase. The application will need to include a stage I and II site survey and remediation strategy. The main concerns are VOC contamination from the previous use as a motor vehicle work shop and spray centre as well as asbestos material from the roof structure. The application will need to include a construction management plan detailing mitigation on noise and dust escape.

### **Railway issues**

Network Rail land is in green adjacent to the proposal area;



Network Rail have made extensive comments on the proposal. They require a minimum 2 metres gap between the buildings and structures on site and the railway boundary, they want to review and agree all excavation and earthworks including the basement works in relation to the railway boundary to determine if the works impact upon the railway and also review methods of construction. I will forward their response to you so you have their full comments however the crux of their comments are that they want to ensure their asset is protected during and post construction.

### **Affordable Housing**

In order to comply with policy there is a requirement for 30% of the development to be affordable housing. Our Housing manager supports the development of the site but unfortunately there are no S106 funds available to support the development. The proposed development is for one and two bedroom apartments which we would support, the highest type of accommodation required in Fylde to meet the need as demonstrated on the MyHomeChoice register is one and two bedroom accommodation. We would require the 30% affordable housing contribution on this site and we would be looking for 100% affordable rent at the outset.

### **Public open space**

Policy TREC17 states within residential developments the provision of amenity open space with facilities where appropriate will be required to the following standards:

- 16m<sup>2</sup> per 1 bed
- 24m<sup>2</sup> per 2 bed
- 32m<sup>2</sup> per 3 bed
- 40m<sup>2</sup> per 4 bed
- 48m<sup>2</sup> per 5 bed

Clearly no POS is provided for in the submitted scheme however this policy allows for a contribution to be made if it is agreed with the LPA that a contribution towards the enhancement of a nearby

area of POS would be more appropriate than providing this on site. It is probable that this approach is appropriate on this site.

### **Other Issues**

LCC Education – the residential element of the scheme will possibly result in a contribution request from them in relation to Primary and Secondary school places for children occupying the site.

As the application is for a major development any application will need to be considered and determined by members at planning committee.

### **List of application requirements**

In order for the application to be valid and fully considered by planning officers as efficiently and as timely as possible the application when submitted should include the following plans and documents:

#### **Site Location Plan**

#### **Site Plan**

#### **Street scene elevations**

**Landscaping plans** – including species schedule, management plans, retained trees etc.

**Hard landscaping plans** – details of street furniture, surface materials bins etc. to be used throughout the development.

#### **Proposed floor plans/elevations**

#### **Materials schedule**

**Highway material layout plan** – this should show the materials to be used on each highway finish including pavements and footpaths over the site plan.

**Boundary treatment plan** – this should indicate over the site plan what boundary treatments are going to be used and where.

**Waste Management Plan** – Detailing refuse vehicle access routes, bin collection points on curbsides, and location of wheelie bins within domestic curtilage.

**Refuse/fire vehicle plan** – Showing turning points within the site for refuse vehicles.

**Construction Plan** – Including site compound and details of wheel washing facilities.

#### **Drainage Strategy including plans.**

#### **Access Plans**

#### **Planning Statement**

#### **Design and Access Statement**

The advice and content of this letter whilst hopefully of assistance in outlining the Councils views and a summary of the discussion the advice is given without prejudice to the decision on any future planning application. Please contact me should you wish to discuss the contents of this letter further.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K Birch', written in a cursive style.

**Kieran Birch,  
Senior Planning Officer**