



Fylde Council Local Plan to 2032

COPIES OF REPRESENTATIONS MADE TO THE EVIDENCE CONSULTATION

Part 7 of 7

September 2017

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Planning Policy
Fylde Borough Council
Town Hall
Lytham St Annes
Lancs
FY8 1LW

1343
Received: 12/9/17 let
Ack: 13/9/17 let
DP No: 00113/10/01109

[Redacted]
Elswick
[Redacted]
9/9/17

SETTLEMENT HIERARCHY COMMENTS RELATING TO ELSWICK IN FBC PAPER ENTITLED ADDITIONAL EVIDENCE IN SUPPORT OF THE FYLDE LOCAL PLAN TO 2032, SECTION 4 PARA 4.1 TO 4.4 PAGE 10 AND ANNEX 3 P205 TO 313

Dear Sir/Madam,

I am writing to you with regard to the possibility of changing Elswick from a tier 2 village to a tier 1 village. As a resident of the village of Elswick, I have noticed that the developers claim our bus services have recently improved, sadly **THIS IS NOT** the case. The number 78 Poulton to St Annes service has in fact been halved and is now a 2 hourly service.

Apparently, Copp School has also been mentioned and included in our village's assessment, but this school is 1200m from the village and along an increasingly busy road with a 40mph speed limit. I frequently use this footpath to walk my dog and am concerned about the narrowness of the footpath which is certainly **not 1m wide** in many places due to the overgrown hedges and weeds. In fact, I narrowly missed been hit by the wing mirror of a car speeding and overtaking on this road only last month.

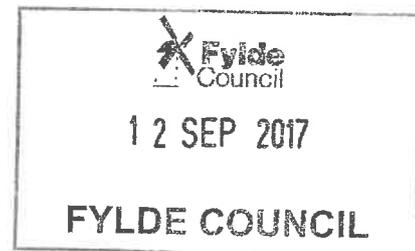
All the tier 1 villages on the Fylde are at least 50% bigger than Elswick and due to them being located on the edge of urban areas they have access to considerably more facilities than Elswick residents, who currently have 2 pubs, a corner shop, a kennels and a riding school plus a very limited bus service. In fact, we are the same size as Clifton and Singleton which were both categorized as tier 2 villages. We are a remote village, we have no school, no health centre, no doctors surgery, no dentist, no shops etc etc. Our nearest supermarket is 6 miles away and there are only a limited number of facilities in our neighbouring village but ever growing Great Eccleston. Recently, our Nursery closed down and there may be plans to close Bonds Ice Cream this year as its owner retires. Most people who live in the village are employed in neighbouring towns and cities.

I trust, hope and pray that you will see fit to leave our village as a tier 2 village .

Yours faithfully

[Redacted Signature]

Janet Bebbington





12 SEP 2017

Received: 12/9/17 let

Ack: 13/9/17 email

DP No: OC/I3/10/1053

[REDACTED]
Elswick,
Preston.

Lancashire

[REDACTED]
10th September 2017

Planning Policy
Fylde Borough Council
Town Hall
Lytham St Anne's
FY8 1LW

Dear Sir,

Tier 2 Status Elswick

I would like to endorse the Tier2 Status in relation to Elswick in the Settlement Hierarchy comments as set out by Fylde Borough Council in their response paper entitled Additional Evidence in Support of the Fylde Local Plan to 2032. The paragraphs this relates to are in Section 4 paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313.

There are various points raised by developers which are inaccurate and need responding to as set out below.

- They state that the bus services have increased this is not true as the 78 Poulton to St Anne's service was withdrawn in April of 2016 reducing the bus services to the village by 50%.
- The developers comment that Copp school should be included in the Settlement Hierarchy Assessment as it is at 1200 meters from the centre of the village the route being on a very narrow footway overgrown with hedges in summer and subject to a 40mph speed limit. Elswick has never had a school even in the 1950's I had to travel by bus to Inskip School and later to Fulwood in Preston.

There are also a few points that should be noted in relation to Elswick having Tier2 Status as set out below.

- All the Tier1 villages in the Fylde are at least 50% bigger than Elswick and are all situated close to the edge of the urban conurbations there by having access to more facilities.
- Elswick is the same size as other Tier2 villages such as Clifton and Singleton 450 houses.
- Elswick is and has always been one of the most remote villages in the Fylde depending with all its services from other boroughs and is therefore one of the least sustainable villages in the Fylde. We have no school, no health centre or doctors surgery and is at least six miles from the nearest supermarket.
- The employment in the village has never been high due to the nature of the village which has always been mainly agriculture. Most of the employment is therefore mainly out of the village in Blackpool or Preston or further afield. I

myself spent most of my working life till retirement travelling to Manchester by car. Any increase in houses will increase car journeys which the existing infrastructure cannot sustain.

I have lived in the village all my life and do not want it to become an urban conurbation which if the Tier2 status is not granted is likely to happen.

Yours faithfully

A large black rectangular redaction box covering the signature area.

Peter Hall

A black rectangular redaction box covering contact information.

1347

Received: 12/9/17 let.

Ack: 13/9/17 let.

DP No: 001E3/17/2370.

Mr C. Gratton

Elswick
Lancs

Planning Policy
Fylde Council
Town Hall
Lytham St Annes
FY8 1LW

10 Sep 2017

Dear Sirs,

I write in support of Elswick's Tier 2 status in the Fylde local plan and the Fylde council Settlement Hierarchy comments about Elswick in the council's response to developers' objections.

The developers and landowners' arguments about the village having more bus services since Elswick was designated a Tier 2 village are of course completely untrue and the opposite is actually the case since the Poulton to St Annes bus service was withdrawn.

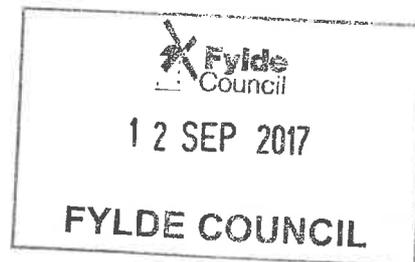
Elswick has no health centre, doctor's surgery or dentist, no employment opportunities, a poor bus service and is unsustainable for any major housing development. Egress from the village onto the busy A585 is very difficult at peak times.

Elswick is the same size as other Tier 2 villages and considerably smaller than Tier 1 villages.

Elswick has no school with the nearest, Copp primary school being over a kilometre away along a 40 mph limit busy road with a narrow footpath that does not allow more than single file walking at the best of times which is completely unsuitable for primary school children even with a parental escort

Yours faithfully

[Redacted signature]



1349

Received: 12/9/17 wt

Ack: 13/9/17 wt

DP No: 001E13/17/2371



Elswick

Preston



10 September 2017

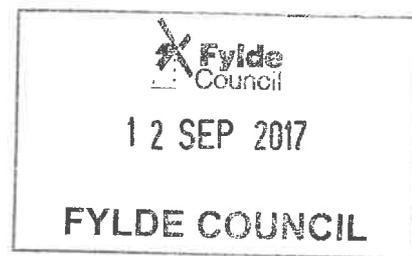
Planning Policy

Fylde Council

Town Hall

Lytham St Annes

FY8 1LW



Dear Sir

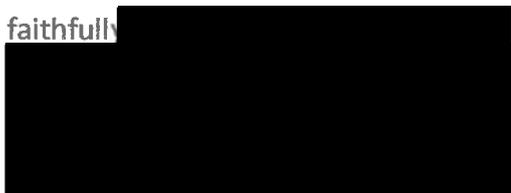
Re: Planning Consultation Elswick Village Tier status

I support the Tier 2 status of Elswick village and endorse the Settlement Hierarchy comments relating to Elswick in Fylde Council's response paper title Additional Evidence in support of the Fylde Local Plan to 2032 – section 4 paras 4.1 to 4.4 on page 10 and Annex 3 on pages 2205 -313.

The withdrawal of the 78 Poulton to St Annes Bus Service in 2016 has reduced the bus service by 50% since the village was deignated a Tier 2 village and the developers statement the bus services have increased is a complete lie. Copp School cannot be included in the Settlement Heirarchy Assessment as the School is 1200 metres from the village, along a busy 40mph road and has only a single very narrow footpath along most of the length of the road which is not possible to walk on for most of the year because of overgrown hedges.

The Tier 1 villages in Fylde are all at least 50% bigger than Elswick and all have much greater access to much more facilities. Elswick is the same size as other Tier 2 villages such as Clifton and Singleton. Elswick has no Doctor's surgery, no School, no health centre. There is no employment in the village of Elswick. Most people work in Blackpool 10 miles away

Yours faithfully



Mrs Janice Kehoe

Received: 12/9/17 1351

Ack: 13/9/17

DP No: OC13/15/2165



12 SEP 2017

FYLDE COUNCIL

Elswick,
Preston.

11th September 2017

Dear Sir / Madam,

Re: Settlement Hierarchy comments relating to Elswick in Fylde Borough Council's paper entitled Additional Evidence in support of the Fylde Local Plan to 2032.

I am writing in support of Section 4 paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313, and support Fylde's case for Elswick to be a Tier 2 Village.

Elswick is the same size as Clifton and Singleton which are both Tier 2 villages.

Elswick is one of the remotest villages in the Fylde, and has very little in the way of facilities. **It has no School, no health centre, limited bus services** i.e. One bus per hour which stops after 7 pm with no bus service on a Sunday, and very little employment in the area if any. In fact since the Developers / Land owners appeal we have lost another bus service, the No.78 Poulton to St Annes service has been withdrawn from Elswick.

With regards to Copp School the Developers / Land owners are again telling lies, the School is 1200 metres from Elswick along a very busy road which is a 40 mph zone. There is one single footpath to the School which is just 1 metre wide along most of its length, and in summer on the edge of the footpath the hedges are overgrown which makes it virtually impossible to walk on the footpath.

I understand that the land owners and the developers in their appeal have **NOT** been telling the truth regarding various items about the village in order to have Elswick designated as a Tier 1 village so that they can carry out a large expansion of Elswick by more than 140 plus houses. This will increase the size of the village by approximately one third, which I understand will be one of, if not the biggest increase in the size of any of the Fylde villages. i.e. Staining and Newton much larger villages have a proposed allocations of 141 and 115 houses respectively, and Wrea Green which is one and a half times the size of Elswick has only been allocated 157 houses.

With 140 plus houses in Elswick and the proposed 100 / 200 houses in Gt Eccleston, none of the schools in the area will be able to cope with the numbers of children requiring school places, Copp School has already stated there are no places at the School, and that they have no room to extend the School, this is another reason why Elswick should be a Tier 2 village.

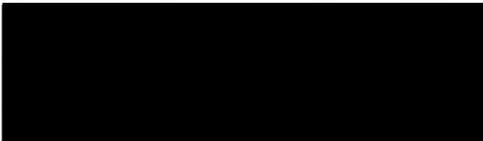
With 140 plus houses in Elswick and the proposed 100 / 200 houses in Gt Eccleston, the Health Centre which is in Gt Eccleston and is unable to cope at the moment could potentially

have an increase of approximately over 1000 new patients. We currently already have to wait 3 to 4 weeks for an appointment to see a doctor.

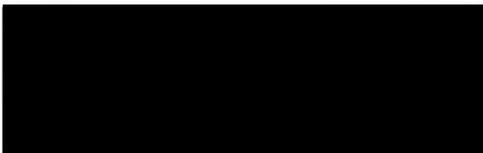
Being one of the remotest villages in the Fylde, there is very little access to employment in the area, so therefore people living in Elswick are going to have to travel to work which will mean approximately 700 vehicles on the lanes leading to the A585 going to work / school in the mornings and home again at night. Such concentrations of vehicles at the junctions of the busy A585 in the mornings and at night doesn't bare thinking about.

The larger villages in the Fylde are far more sustainable than Elswick as they lie on the edge of urban connotations and have considerably better access to facilities than Elswick. People in Elswick have to travel six miles to Poulton or Kirkham or eight miles to Garstang for similar facilities.

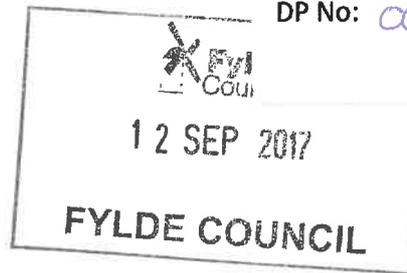
Yours Sincerely



Mr R. E. Gapp



Mrs M. A. Gapp



[REDACTED]

Elswick

Preston

[REDACTED]

10th September 2017

Settlement Hierarchy comments relating to Elswick, as contained in Fylde Borough Council's paper 'Additional Evidence in Support of the Fylde Local Plan to 2032'.

Ref : Section 4, paragraphs 4.1 to 4.4 on page 10; Annex 3 on pages 205 to 313.

Dear Sir,

I write to express my support for Fylde Borough Council's assertion that Elswick should be a Tier 2 village.

The arguments put forward by the developers must be challenged:

1. The bus services have not improved since the original assessment – indeed, they have been reduced by the removal of the no. 78 service (Poulton to St Annes).
2. Copp School should not be considered as part of the Elswick assessment. The school is 1200 metres from the village centre, is situated on a dangerous double bend subject to a 40mph speed limit, and is approached by a narrow footpath that is, at best, one metre wide whilst frequently being unusable due to overgrown hedges.

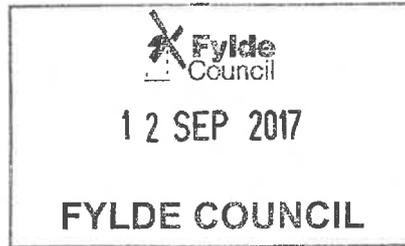
The villages in Fylde that have been designated as Tier 1 are all at least 50% bigger than Elswick, and they are situated near urban areas that offer more facilities. Elswick is the same size as Clifton and Singleton – both designated as Tier 2 settlements.

Elswick remains one of the remotest and least sustainable villages in Fylde – it lacks a school, a health centre and is six miles from one of the leading supermarkets. There is very little industry or employment in the village – most people will commute to Blackpool, Preston or Warton.

Yours faithfully,

[REDACTED]

Charles Hill



Planning Policy
Fylde Council
Town hall
St Annes
FY8 1LW

Dear Sirs

Settlement Hierarchy: Fylde Local Plan to 2032

We wish to support the Council's case for Elswick to be a Tier 2 village. Specifically we support your comments at Section 4 paragraphs 4.1 to 4.4 on page 10 and annex 3 on pages 205 to 313 Of the Fylde local plan to 2032.

The main points that we wish to make in support of your case are as follows:

- We are aware that Developers wishing to build extra homes in the village claim that the bus service has improved. This is untrue. In fact, the bus service has reduced by 50% following the withdrawal of the 78 Poulton to St Annes service in April 2016.
- Developers also suggest that Copp School should be included in the Settlement Hierarchy Assessment. Again this is simply untrue as the school is 1200 metres from the village along a busy road, subject to a 40mph speed limit. There is only a single footpath to the school, just one metre wide along most of its length. In summer, parts of the footpath are impassable due to overgrown hedges.
- Elswick is one of the remotest and least sustainable villages in the Fylde. It has no school, health centre or GP surgery and it is 6 miles from the nearest supermarket.
- There is virtually no employment in Elswick. Most people are employed 10 miles away in Blackpool or even further afield.
- Elswick is the same size as other Fylde Tier 2 villages, namely Clifton and Singleton (approximately 460 house).
- The Tier 1 villages in Fylde are at least 50% larger than Elswick and are closer to larger towns that offer a wide range of amenities and facilities.

We trust that these points will assist you in defending your case for Elswick retaining its Tier 2 status.

Yours faithfully


Steve and Lesley Forrest


Elswick


11. 9. 17

Received: 12/9/17 *et*

Ack: 13/9/17 *et*

DP No: 0011311710372

1357 received: 12/9/17 let

Ack: 13/9/17. email

DP No: OC 15/15/2163

Mrs D Lee



[REDACTED]
Elswick

Preston
[REDACTED]

7th September 2017

Local Plan 2032 – Reasons for Elswick to be classed as Tier 2.

To whom it may concern,

I write to you yet again with the same kind of letter that I have been sending since this all kicked off in order to try and save Elswick from being classed as a bigger tier than it should be in the Local plan 2032 and the vulture like developers that are circling Elswick.

I really fail to see how anyone could consider such a small and basic village like Elswick to be in Tier 1 when there is practically nothing within this village in the form of facilities such as schools, shops, doctors, dentists or even play areas/things for young children and teenagers to do. These are just to name a few examples of the lack of facilities within Elswick. The fact that the Bus services have halved within the last year with some services being withdrawn and the remaining services with an uncertain future is an equally important point and shows how remote and small Elswick is as those in charge of bus services have decided that Elswick does not require a full service seemingly because of its size. The developers that are claiming that this bus service has improved are lying and are desperate attempts to win their appeals to build etc.

Elswick has no schools and yet developers are trying to include Copp School as within Elswick. This is ridiculous as this school is 1200 metres from the village and is situated along a busy road that has a narrow footpath with overgrown hedges blocking the pavement for a safe walk to school. This school in itself is only small and would not be able to accommodate the amount of children that all these possible developments would bring to the village if Elswick was a Tier 1.

Other Tier 2 villages such as Clifton and Singleton are the same size as Elswick and they have had no problems being classed as a Tier 2 village. Elswick is also less sustainable and as I pointed out earlier on, it is a very remote village with no employment options, meaning that people have to travel 10

miles or more to find employment and with limited bus services, this means more car journeys and pressure on the country roads and added traffic to the junctions leading onto the main road.

Finally, I would like to make a valid point and bring to your attention that currently on the Rightmove website there are 24 houses for sale within Elswick and that isn't included those that are with independent Estate Agents that do not advertise property on this website. **24 houses for sale just in Elswick.** That is **HALF** of the size of each of the 2 development applications that have been appealed within Elswick. Or 25% of the total possible houses that these developments would bring to the village. There does not seem to be any interest in these houses and so it makes me question whether Elswick really does need so many more houses being built just to stand empty and for sale.

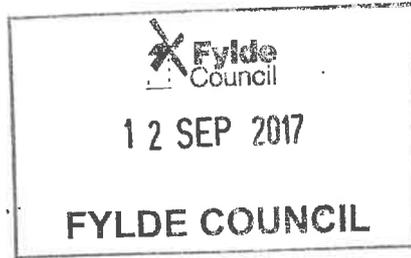
I really hope that these points that I have made are carefully considered when making the decision on what Tier to put Elswick within.

Regards



Mrs D Lee

ELSWICK
Preston
Lancashire



10/09/2017

Received: 12/9/17 kel

Ack: 13/9/17 kel

DP No: 00513/10/1127

Planning Policy
Fylde Council
Town Hall
Lytham St. Annes
FY8 1LW

Settlement Hierarchy Comments relating to Elswick, in FBC's Additional Evidence in Support Of the Fylde Local Plan to 2032

Dear Sir or Madam,

I am writing to you in order to support Fylde's case for Elswick to be a Tier 2 village. In particular I agree with the Settlement Hierarchy comments regarding Elswick in Fylde Council's response paper entitled Additional Evidence in Support of the Fylde Local Plan to 2032. Particularly relevant and convincing are Section 4 paragraphs 4.1 to 4.4 on Page 10 and Annex 3 on pages 205 to 313.

The developers are plain wrong in claiming that bus services have improved since the original assessment was made. In reality, bus services have halved with the withdrawal of the Service 78 Poulton to St Annes bus. This has affected all ages of our villagers. Young people attending Fylde College, on the outskirts of Poulton, have been especially adversely affected.

So have pensioners who want to bank, use other services and shop in Poulton. The developers' statement that village bus services have increased, is clearly incorrect.

The developers suggestion that Copp School should be in the village assessment is also unsound. Planning guidance suggests that 800 metres distance should be the figure for schools to be included in the Settlement Hierarchy Assessment village envelope. The developers suggestion that Copp School should be included in this assessment, contravenes that – it is 1200 metres from our village, along a very busy road with a 40 mph limit and a single narrow footpath. This footpath is only one metre wide and is overgrown by hedgerows in summer.

It is especially hazardous for young families who have buggies and multiple children to manage, on this busy 40 mph road, with a sharp bend at the bottom of the hill. The developers argument does not bear scrutiny.

Facts which do stand up to scrutiny include:

- Fylde Tier 1 villages are all at least 50% bigger than Elswick and all of them are on the edge of urban service centres – for example, Wrea Green is less than two and a half miles from Kirkham
- Elswick falls into the same size category as other Tier 2 villages, such as Singleton and Clifton (460 houses)
- Elswick is one of the remotest and least sustainable villages in the Fylde. It has no health centre, bank, school or doctor's surgery and is around 5 miles away from the nearest supermarket.
- There is no longer any industry and only the minimal of services in Elswick. Hence most workers, here, are commuters who travel to Blackpool.

In conclusion, there are convincing reasons to retain Elswick's Tier 2 status. The developers arguments to change this status are erroneous and do not match the experience of people living in Elswick.

I trust that Fylde B.C. will accurately and robustly present Elswick's overwhelming opposition to a change in status, to the Planning Inspector.

Yours sincerely,

A large black rectangular redaction box covering the signature of Brenda Moran.

Brenda Moran

██████████
 Elswick
 Preston
 Lancashire
 ██████████



10/09/2017

Received: 12/9/17. let

Ack: 13/9/17. let

DP No: 0013110/1127

Planning Policy
 Fylde Council
 Town Hall
 Lytham St. Annes
 FY8 1LW

Settlement Hierarchy Comments relating to Elswick in Fylde Borough Council's Additional Evidence in Support of the Fylde Local Plan to 2032

Dear Sir or Madam,

It has come to my attention that Fylde Council is rightly defending the Tier 2 status of Elswick in a submission to the Planning Inspector. I would like to put on record that I support the Tier 2 status of our village which has been designated after careful study. In particular I endorse the Settlement Hierarchy comments regarding Elswick in Fylde Council's response paper entitled Additional Evidence in Support of the Fylde Local Plan to 2032. Particularly relevant and convincing are Section 4 paragraphs 4.1 to 4.4 on Page 10 and Annex 3 on pages 205 to 313. I have seen services for local people deteriorate markedly in the last decade. I used to use the Service 78 Poulton to St Annes bus a lot. Not now – it was withdrawn in April 2016. Village bus services have declined by 50% since Fylde designated us as a Tier 2 village and young people attending Fylde College, on the outskirts of Poulton, have been especially adversely affected. The developer's statement that village bus services have increased, is wishful thinking on their part. It is pure fiction.

Recently I had to undertake cardiac rehab, post bypass surgery. I made use of the single footpath up the hill, past Copp School. This footpath is only one metre wide and is overgrown by hedgerows in summer. I found myself frequently having to step on to the road where there is the hazard of fast moving traffic, coming downhill towards you. It is especially hazardous for young families who have buggies and multiple children to manage, on this busy 40 mph road with a sharp bend at the bottom of the hill. Planning guidance suggests that 800 metres distance should be the figure for schools to be included in the Settlement Hierarchy Assessment village envelope. The developers' suggestion that Copp School should be included in this assessment, contravenes that – it is 1200 metres from our village, along a very busy road with a 40 mph limit. Again manipulated nonsense, which does not stand up to scrutiny.

Facts which do stand up to scrutiny include:

- Fylde Tier 1 villages are all at least 50% bigger than Elswick and all of them are on the edge of urban service centres – for example, Wrea Green is less than two and a half miles from Kirkham
- Elswick falls into the same size category as other Tier 2 villages, such as Singleton and Clifton (460 houses)
- Elswick is one of the remotest and least sustainable villages in the Fylde. It has no health centre, bank, school or doctor's surgery and is around 5 miles away from the nearest supermarket.
- There is no longer any industry and only the minimal of services in Elswick. Hence

most workers, here, are commuters who travel to Blackpool.

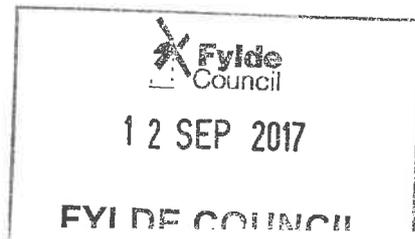
In conclusion, there are convincing arguments to retain Elswick's Tier 2 status. The developers' arguments to overthrow this status are flimsy and do not stand up to reasoned factual analysis. I trust that these points will be robustly presented to the the Planning Inspector.

Yours sincerely,

A black rectangular redaction box covering the signature of Peter Moran.

Peter Moran

Planning Policy
Fylde Council
Town Hall
Lytham St Annes FY8 1LW



Received: 12/9/17 let

Ack: 13/9/17 - email

DP No: 00173/17/2373

Mr and Mrs Crompton

Elswick

8th September 2017

Dear Sir/Madam,

Re: Support for Elswick Village to retain a Tier 2 village status

Please accept this letter in support of the village of Elswick retaining its Tier 2 status and that I endorse the settlement Hierarchy comments relating to Elswick in the Fylde Council's response paper 'Additional Evidence in support of the Fylde Local Plan to 2032', I particularly refer to Section 4 paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205-313.

With reference to the above I would like to point out that the withdrawal of the 78 Poulton to St Anne's service in April 2016 has actually reduced the village bus service by 50% since Fylde designated the village a Tier 2 and it has NOT increased as falsely stated in the developer's comments.

I also have concerns regarding the developer's suggestion Copp School in Great Eccleston should be included in the Settlement Hierarchy Assessment. Firstly, Elswick does not have its own junior school and Copp school is 1200 meters from the village of Elswick and therefore should not be considered as part of the village. The school is only accessible along a very busy road which is subject to a 40mph limit. There is only a single footpath to the school which is one metre wide along most of it but impossible to walk along during the summer due to overgrown hedges.

I would also like you to consider the following additional information and supporting evidence;

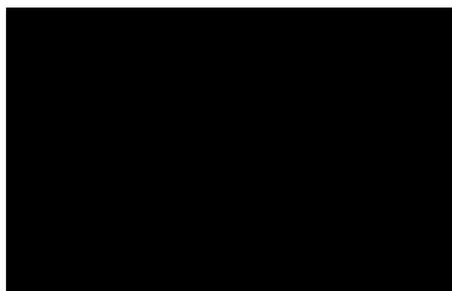
The Tier 1 villages in the Fylde are all at least 50% bigger than Elswick and all of them are on the edges of urban conurbations enabling them easier access to considerably more facilities.

Elswick is the same size as other Tier 2 villages for example Clifton and Singleton with 460 houses.

Elswick is one of the most remote and least sustainable villages in the Fylde. We do not have a school, nursery, health centre or doctor's surgery and we are 6 miles from the nearest supermarket.

There is also no industry or employment in Elswick and most people are employed more than 10 miles away in Blackpool.

Yours sincerely,



Telephone: [REDACTED]

Planning Policy,
Fylde Borough Council,
Town Hall,
Lytham St. Anne,
FY8 1LB.

[REDACTED]
Elswick
Preston
Lancs
[REDACTED]

11th September 2017.

Dear Councillors,

Fylde Local Plan to 2032
Settlement Hierarchy.

I have viewed the above and refer to: Section 4, pages 4.1 to 4.4, on Page 10, also Annex 3 pages 205-303 and confirm my total support for your case that Elswick is a TIER 2 Village.

My primary concern is its lack of basic facilities. The nearest doctor's surgery or health centre, is at Great Eccleston and this services a large area, but which has, for many years, not found it possible to expand to accommodate a large increase in the number of potential patients.

The nearest school for the very youngest pupils is about 3/4 mile distant, reached only by a road with a 40 mph. Speed limit and a single narrow footpath, which, in summer, becomes overgrown with untrimmed bushes.

More mature students of Copp. Primary School, (above) and graduating to secondary education in Poulton-le-Fylde have, in recent years, suffered access difficulties caused by the withdrawal of the No. 78 bus service.

Your sincerely,

Received: 13/9/17 [REDACTED]

Ack: 13/9/17 [REDACTED]

DP No: OC/1B/10/1126

Received: 13/9/17 let 1367

Ack: 13/9/17 let

DP No: OC1I3/15/2159



Elswick

Preston



11/09/17

Dear Sir/Madam,

As long standing residents of Elswick we are writing to support the Tier 2 status of the village and endorse the Settlement Hierarchy comments relating to Elswick in Fylde Council's response paper entitled Additional Evidence in Support of the Fylde Local Plan to 2032. We confirm that the withdrawal of the 78 Poulton to St Annes service in April 2016 has actually reduced the village bus services by 50% since Fylde designated the village a Tier 2 village and that the developer's statement that the village's bus services have increased is absolute fiction. The developer's suggestion that Copp School should be included in the Settlement Hierarchy Assessment is also nonsense. The school is 1200 metres from the village along a very busy road which is subject to a 40 mph speed limit. There is only a single footpath to the school which is just one metre wide along most of its length. Quite often in summer it is not possible to use the footpath due to overgrown hedges.

In addition to the above there are numerous other reasons why we feel that Elswick should be designated as a Tier 2 Village:

- The Tier 1 villages in Fylde are at least 50% bigger than Elswick and all of them are on the edge of urban conurbations thus having access to considerably more facilities.
- Elswick is the same size as other Tier 2 villages such as Clifton and Singleton (460 houses)
- Elswick is one of the remotest and least sustainable villages in the Fylde. It has no school, no health centre or doctor's surgery and is 6 miles from the nearest supermarket.
- There is no industry or employment in Elswick. Most people are employed 10 miles away in Blackpool.

Yours sincerely



D. & G. Hardman

Received 13/09

1319117 kb

Planning Policy Department
Fylde Council
Town Hall, Lytham
FY8 1LW

Ack: 1319117 email

DP No:

OC13/10/1054

Elswick

11th September 2017

Dear Sir/Madam,

**Settlement hierarchy comments relating to Elswick in Fylde Borough Council's paper –
“Additional evidence in support of the Fylde local plan to 2032”**

Ref section 4 paragraphs 4.1 to 4.4, page 10 and Annex 3 pages 205 to 313

I would like to make the following points:

- I agree with Fylde Borough Council's 5.1 year housing supply statement. Current approved planning applications already increase the size of the village by 12%, therefore Elswick has already done its share to supplying the required allocation for the Borough.
- I fully support FBC's case for Elswick to remain a tier 2 village.
- In the original sustainability assessment Elswick was rated as 2nd or 3rd lowest on the list. Since that further village facilities have been lost, the Nursery, half the bus service, the fish and chip shop and employment at Bonds
- Clifton, Singleton and Weeton are similar sized villages and they are classified as tier 2
- Local examples of tier 1 villages like Wrea Green and Staining are 2.5 times the size of Elswick and also have the benefits of nearby towns.
- The Developers are deliberately trying to mislead by claiming that the bus service has improved when in fact it has halved. The Preston service is the same, just now provided by two different route numbers. The service to Poulton and St. Anne's has been completely discontinued.
- Elswick has no school, health care or employment, most people have to travel at least 10 miles to work and if that is in the Blackpool direction there is now no public transport.
- The Health Centre in Great Eccleston is at breaking point already with no possibility of expansion. This has been put in writing by the senior partner. The issue will be exacerbated by the additional load from the number of new houses already in construction or granted planning permission.
- The claim by the prospective Developers that Copp school should be included in Elswick's assessment is ludicrous. The school is more than 1200m from the village along a busy 40mph road (now frequented by builders HGVs) with a single narrow footpath that is impassable in places. Parking on the road at the school is already a safety issue which will only get worse through the increased load from approved new housing in Great Eccleston. The road also floods very badly in heavy rain, impassable on foot in places last week.

In my opinion the resubmission of unmodified planning proposals to FBC for further houses in Elswick and the challenge to the tier 2 assessment is just a cynical attempt by the Developers to bully the Council and ignore the democratic process, entirely motivated by their own financial gain. PLEASE don't give in to it.

Yours faithfully,

Mrs Ann Stupple

[REDACTED] Elswick, [REDACTED]

11 September 2017

Received: 13/9/17 let

Ack: 13/9/17 let

DP No: OC 153/15/2150

Planning Policy

Fylde Council, Town Hall, Lytham St Annes

To whom it may concern,

Re Consultation period in relation to Appeal to Elswick Tier 2 Village status

I understand that the property developers have lodged an appeal to the decision to reclassify Elswick from a Tier 1 village to a Tier 2 village and my letter is to confirm the reasons why I am fully supportive of the reclassification in the Settlement Hierarchy (see section 4, paras 4.1 – 4.4 pg 10 and annex 3 on pg205 – 313).

Elswick is a small rural village with extremely limited amenities or services – no doctors, nursery, school, shops (except for a tiny newsagents) and this is how the residents like it, indeed it is why we live here. Residents accept that we have to travel to Great Eccleston for provisions and then further afield for a supermarket and even further afield to get to work (I work close to Blackpool). To say Copp school is a reasonable alternative is unacceptable, firstly due to the distance which necessitates a car and secondly and more fundamentally from a capacity perspective due to the lack of integration between the plans of Fylde and Wyre Councils. Simply, there would not be capacity once all planned developments in the area are completed.

The local roads in the area are already at capacity, these are rural country lanes with walkers (no footpaths on many roads), cyclists and horse riders using the narrow roads alongside cars, tractors and HGVs. This is exacerbated now with the Gorst Farm being used for heavy industrial equipment storage and transfer which is both a traffic and noise hazard. The A586 is an increasing problem for all users (at any time of the day) due to the overdevelopment of the surrounding area. The developers claims that bus services have increased is blatantly untrue, in fact since the withdrawal of the Poulton/St Annes service, in fact, they have reduced by 50%.

Finally, in support of the Tier 2 status, I would also add that all tier 1 villages in the area are much larger than Elswick and in closer proximity to amenities. Elswick by contrast is more aligned to Singleton and Clifton in terms of size and amenities and in fact Elswick is one of the most remote villages. As previously mentioned, we have no amenities (with the exception of 2 pubs and one corner shop) and the majority of residents commute a significant distance for work, school runs and shopping.

I trust that this is sufficient but I would be happy to discuss more if you would like more information

Yours faithfully

[REDACTED]
David Francis [REDACTED]

Received: 1373 13/9/17, let

Ack: 13/9/17 let

DP No: 0213/15/2156

[REDACTED] Elswick, [REDACTED]

11 September 2017

Dear Councillor

Re Consultation period in relation to Appeal to Elswick Tier 2 Village Status

I understand that the property developers have lodged an appeal to the decision to reclassify Elswick from a Tier 1 village to a Tier 2 village and write to confirm why I am fully supportive of the reclassification in the Settlement Hierarchy (section 4, paras 4.1 – 4.4 pg 10 and annex 3 on pg205 – 313). Elswick is a small rural village with extremely limited amenities or services – no doctors, nursery, school, shops (except for a tiny newsagents) and this is how the residents like it, it is why we live here. Residents accept that we have to travel to Great Eccleston for provisions and then further afield for a supermarket and even further afield to get to work (I work in Manchester). To say Copp school is a reasonable alternative is ludicrous, firstly due to the distance which necessitates a car and secondly and more fundamentally from a capacity perspective due to the lack of integration between the plans of Fylde and Wyre Councils. Simply, there would not be capacity once all planned developments in the area are completed.

The local roads in the area are already at capacity, these are rural country lanes with walkers (no footpaths on many roads), cyclists and horse riders using the narrow roads alongside cars, tractors and HGVs. This is exacerbated now with the Gorst Farm being used for heavy industrial equipment storage and transfer which is both a traffic and noise hazard. The A586 is an increasing problem for all users (at any time of the day) due to the overdevelopment of the surrounding area. The developers claims that bus services have increased is blatantly untrue, in fact since the withdrawal of the Poulton/St Annes service, in fact, they have reduced by 50%.

In support of the Tier 2 status, I would also add the following points:

All tier 1 villages in the area are much larger than Elswick and in closer proximity to amenities, Elswick by contrast is more aligned to Singleton and Clifton in terms of size and amenities. In fact Elswick is one of the most remote villages and as mentioned above, has no amenities with the exception of 2 pubs and one corner shop and the majority of residents commute a significant distance for work, school runs and shopping.

I trust that this is sufficient but I would be happy to discuss more if you would like more information from a resident,

Yours sincerely,

[REDACTED]
Julie Francis [REDACTED]

1375 Received: 13/9/17 let
Ack: 13/9/17. let
DP No: 02/23/17/2155

Elswick
Preston

07.09.2017

Planning Policy
Fylde Borough Council
The Town Hall
St. Anne's on Sea
FY8 1LW

Dear Sir

Settlement Hierarchy comments relating to Elswick in the Fylde Council's response paper entitled "Additional Evidence in support of the Fylde Local Plan to 2032".

I wish to register my objection to the proposal that Elswick should be reclassified as a Tier 1 village.

I fully support the councils tier 2 assessment of the village and endorse the Settlement Hierarchy comments relating to Elswick in the Fylde Council's response paper entitled "additional evidence in support of the Fylde Local Plan to 2032".

These comments appear in Section 4, Paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313.

Elswick is the same size as other Tier 2 villages in the borough.

All Tier 1 villages in Fylde are 50% larger than Elswick and are situated next to urban conurbations with considerably more facilities.

There is no industry or employment in Elswick, people have to travel to Blackpool, Preston and beyond.

Elswick is remote and the least sustainable village in Fylde having no school, health centre or doctors surgery and is 6miles to nearest supermarket.

Regarding the developers/landowners claims:

Bus services have increased:

This is pure fiction, in reality they have halved since the assessment was compiled as the Poulton-St Annes service was withdrawn in April 2016.

Inclusion of Copp School in Settlement Hierarchy Assessment:

This is unacceptable being over 1.2km outside the village along a very busy unclassified lane with a 40mph limit. There is only a single narrow footpath that has limited accessibility due to overgrown hedgerows for the majority of the year.

For the reasons stated above I strongly support Fylde Council's validation that Elswick remains a tier 2 village.

Yours sincerely

Julia Galvin

Trevor J Loftus. MA. DipOSH
 Elswick, Preston, Lancashire

Planning Policy Department
 Fylde Borough Council
 Town Hall
 Lytham St Annes
 FY8 1LW

Received: 13/9/17 et

Ack: 13/9/17 email

DP No: OCT13/15/2162 07 September 2017

Dear Sir or Madam

SETTLEMENT HIERARCHY COMMENTS RELATING TO ELSWICK IN FYLDE BOROUGH COUNCILS PAPER ENTITLED ADDITIONAL EVIDENCE IN SUPPORT OF THE FYLDE LOCAL PLAN TO 2032.

I refer to section 4, paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313 of the above document.

I understand that there is currently debate about whether Elswick should be classified as a tier one or a tier two village in the development of the Fylde Local Plan. It is clear to me that Elswick does not have a sufficient degree of sustainability to be classed as a tier one village (large rural development) with potential for large scale development.

The argument by local landowners and building developers to change the status of Elswick to a tier one village appears to us to be flawed in that:

- a) The developers argue that the local bus service from Elswick to nearby towns has improved since the original classification was made. This is incorrect and indeed the bus service has been reduced considerably over the past year following the withdrawal of the number 86 bus service. There is now only a two hourly bus to Preston and no direct bus to Blackpool, Lytham or St Annes.
- b) The developers argue that Copp School should be included in the village sustainability scoring process. I disagree, Copp School is not situated in the village of Elswick. It is situated some 1.2 Kilometres away from Elswick on a road which has poor pedestrian access due to the narrow width of the footpath and speed limit of 40mph for most of the route.
- c) It would also seem to me that those individuals and organisations which have made representation to alter the status of Elswick from a tier two village with limited development permitted, are motivated by their own profit, rather than a wish to support Fylde Borough Council in meeting government targets for building land. If such large scale developments do take place in this small rural village with a low sustainability score then the aspiration of those families who purchase the properties in a village are likely to end in disappointment and difficulty with regards to:
 - i) Transport.
 - ii) Access to education. There is no school in the village.
 - iii) Access to health services. There is no medical centre in the village.
 - iv) Access to library services and other support services expected and available in larger villages and towns.
 - v) Access to those venues which attract teenagers and young people.

- vi) Access to shops and supermarkets; the nearest supermarket is six miles away.
- d) The tier one villages in Fylde are all at least 50% bigger than Elswick and all of them are on the edge of larger urban conurbations which do have access to the necessary amenities listed in c) above.
- e) Elswick is the same size as other tier two villages such as Clifton and Singleton.

I therefore wish to formally record my objections to any proposal to re-categorise Elswick from a tier two village to a tier one village and confirm my agreement with Fylde Borough Council in their current assessment of Elswick as a tier two village with limited development potential.

Yours sincerely



TREVOR J LOFTUS



Deborah M Loftus RGN MSc
 Elswick, Preston, Lancashire

Planning Policy Department
 Fylde Borough Council
 Town Hall
 Lytham St Annes
 FY8 1LW

Received: 13/9/17 let

Ack: 13/9/17. email

DP No: 00113/151
 2162.

07 September 2017

Dear Sir or Madam

SETTLEMENT HIERARCHY COMMENTS RELATING TO ELSWICK IN FYLDE BOROUGH COUNCILS PAPER ENTITLED ADDITIONAL EVIDENCE IN SUPPORT OF THE FYLDE LOCAL PLAN TO 2032.

I refer to section 4, paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313 of the above document.

I understand that there is currently debate about whether Elswick should be classified as a tier one or a tier two village in the development of the Fylde Local Plan. It is clear to me that Elswick does not have a sufficient degree of sustainability to be classed as a tier one village (large rural development) with potential for large scale development.

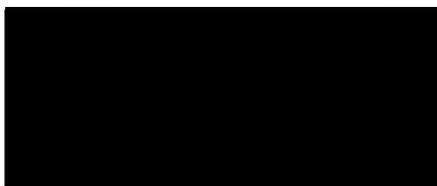
The argument by local landowners and building developers to change the status of Elswick to a tier one village appears to us to be flawed in that:

- a) The developers argue that the local bus service from Elswick to nearby towns has improved since the original classification was made. This is incorrect and indeed the bus service has been reduced considerably over the past year following the withdrawal of the number 86 bus service. There is now only a two hourly bus to Preston and no direct bus to Blackpool, Lytham or St Annes.
- b) The developers argue that Copp School should be included in the village sustainability scoring process. I disagree, Copp School is not situated in the village of Elswick. It is situated some 1.2 Kilometres away from Elswick on a road which has poor pedestrian access due to the narrow width of the footpath and speed limit of 40mph for most of the route.
- c) It would also seem to me that those individuals and organisations which have made representation to alter the status of Elswick from a tier two village with limited development permitted, are motivated by their own profit, rather than a wish to support Fylde Borough Council in meeting government targets for building land. If such large scale developments do take place in this small rural village with a low sustainability score then the aspiration of those families who purchase the properties in a village are likely to end in disappointment and difficulty with regards to:
 - i) Transport.
 - ii) Access to education.
 - iii) Access to health services.
 - iv) Access to library services and other support services expected and available in larger villages and towns.
 - v) Access to those venues which attract teenagers and young people.

- vi) Access to shops and supermarkets; the nearest supermarket is six miles away.
- d) The tier one villages in Fylde are all at least 50% bigger than Elswick and all of them are on the edge of larger urban conurbations which do have access to the necessary amenities listed in c) above.
- e) Elswick is the same size as other tier two villages such as Clifton and Singleton.

I therefore wish to formally record my objections to any proposal to re-categorise Elswick from a tier two village to a tier one village and confirm my agreement with Fylde Borough Council in their current assessment of Elswick as a tier two village with limited development potential.

Yours sincerely



DEBORAH M LOFTUS



1381 Received: 13/9/17 wt

Ack: 13/9/17 wt

DP No: OC/I3/15/2/51

Elswick
Preston

07.09.2017

Planning Policy
Fylde Borough Council
The Town Hall
St. Anne's on Sea
FY8 1LW

Dear Sir

Settlement Hierarchy comments relating to Elswick in the Fylde Council's response paper entitled "Additional Evidence in support of the Fylde Local Plan to 2032".

I wish to register my objection to the proposal that Elswick should be reclassified as a Tier 1 village.

I fully support the councils tier 2 assessment of the village and endorse the Settlement Hierarchy comments relating to Elswick in the Fylde Council's response paper entitled "additional evidence in support of the Fylde Local Plan to 2032".

These comments appear in Section 4, Paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313.

Elswick is the same size as other Tier 2 villages in the borough.

All Tier 1 villages in Fylde are 50% larger than Elswick and are situated next to urban conurbations with considerably more facilities.

There is no industry or employment in Elswick, people have to travel to Blackpool, Preston and beyond.

Elswick is remote and the least sustainable village in Fylde having no school, health centre or doctors surgery and is 6miles to nearest supermarket.

Regarding the developers/landowners claims:

Bus services have increased:

This is pure fiction, in reality they have halved since the assessment was compiled as the Poulton-St Annes service was withdrawn in April 2016.

Inclusion of Copp School in Settlement Hierarchy Assessment:

This is unacceptable being over 1.2km outside the village along a very busy unclassified lane with a 40mph limit. There is only a single narrow footpath that has limited accessibility due to overgrown hedgerows for the majority of the year.

For the reasons stated above I strongly support Fylde Council's validation that Elswick remains a tier 2 village.

Yours sincerely

David Galvin

Our ref: KA/MWES-00001-0001
Your ref: 16/0517
Date: 13 September 2017

Planning Department
Fylde Borough Council
Built Environment Unit
Town Hall
LYTHAM ST ANNES
FY8 1LW

Dear Sir/ Madam,

Representations in response to the Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032 – August 2017

We act on behalf of MW Estates Ltd.

Please find enclosed our representations in response to the Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032.

Please do not hesitate to contact Miss Kirstie Apps should you have any queries on the representations and we look forward to hearing from you in relation to the above.

Yours faithfully


STEPHENS SCOWN LLP
REX@stephens-scown.co.uk

Representations in response to the Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032 – August 2017 (“Consultation”)

1. We act on behalf of MW Estates Ltd, the owner and operator of Merlewood Country Park, Cartford Lane, Little Eccleston, Nr Blackpool, PR3 OYP (“the Park”) which is a holiday static caravan park. At **Exhibit A** there is a plan showing the extent of the Park.
2. We have been instructed to make representations in response to section 3 of the Consultation entitled “Five-Year Housing Supply and the Housing Trajectory” and in particular numbered paragraph 3.4 which is reference to the Inspector’s letter to the Council of 3 July 2017 and the question posed by the Inspector at (ii):

“Are there any additional sites available within the Borough that would conform to the Plan’s development strategy and be deliverable within the first five years”

3. The reason for making these representations is that our client wishes for the land comprising the Park to be added to the Local Authority’s housing land bank. We have also made representations in respect of part of the Park which we are instructed to put forward as a deliverable, additional site within 5 years for between 20 – 27 park homes.
4. In these representations we will explain why.

Merlewood Country Park

Location

5. The Park is located within the village of Little Eccleston accessed off Cartford Lane.
6. It is approximately a 15 minute drive from the centre of Blackpool and accessible from junction 3 of the M55 motorway via the A585 and A586.
7. It is a 2 minute drive from Great Eccleston which has a post office, local shops, pubs and takeaways. Great Eccleston has a Health Centre and a separate dental surgery. We refer to the Google Satellite Image at **Exhibit B** showing the location of Little Eccleston and the Park to Great Eccleston which also shows the road infrastructure linking the two.
8. There are 7 bus services from Little Eccleston and 4 bus stops. We refer to the list of services and bus stops at **Exhibit C**.
9. The Park is located in an elevated position near to the Wyre River. It is in flood zone 1 with a low to very low risk of flooding. We refer to the information as shown at **Exhibit D**.

Description and facilities

10. The Park is approximately 7 acres and is operated as an owner occupied, static holiday caravan park with traditional static caravans. The caravans are owned by the customers and used for holidays by them and members of their family or friends. There is no commercial letting either through a hire fleet or by the owners of caravans. At **Exhibit E** there is a plan of the Park outlined in red and a Google Satellite image showing the layout of the Park.
11. The Park's facilities include a reception and information centre, a laundry, toilet and shower facilities and children's play area.
12. There are currently around 135 static caravans sited on the Park (even though it has planning permission for up to 140), the majority of which have decking and some have an associated hard standing next to their accommodation on which to park their car. The dimensions of these caravans generally range from 32ft x 12ft to 38ft x 12ft. They are single unit static caravans. At **Exhibit F** there are photographs showing some on the caravans on the Park.
13. All the caravans are supplied with mains electricity, water and sewerage services. The caravans are connected to LPG as well. Surface water drains into the dykes and from there run into the river.
14. The owners of all the caravans on the Park have a form of written licence agreement with our client allowing the caravan owner to station their caravan on the Park and to occupy the same for an agreement period of 15 years subject to terms and conditions. Once the agreement period has expired, the caravan owner is required to remove the caravan unless a further agreement is entered into. The terms and conditions also include an entitlement on the part of our client to move the caravans for maintenance and/or redevelopment purposes during the agreement period itself.
15. On the area of the Park highlighted in red on the attached plan, there are approximately 50 traditional static caravans. We are informed that the written agreements in place for the owners of these caravans are due to expire on 1 February 2019 meaning that the owners are contractually obliged to remove their caravans from the Park after this date. This area of the Park could be cleared of single unit caravans within a period of approximately one year from the date of the expiration of the written agreements and replaced with park homes for permanent, residential use which we will come to below.

Planning status

16. We refer to the relevant planning decisions at **Exhibit G** described in subsequent paragraphs.
17. On 2 February 1952, planning permission was granted for "site for caravan trailers" under reference number 3/7/527 which was subject to conditions including a seasonal restriction from 1 March – 31 October and a condition limiting the number of tents and caravans for human habitation to 140.

18. On 7 October 1998, planning permission was granted pursuant to an application to extend the seasonal condition of the 1952 Planning Permission from 1 March to 16 January and made under s73 of the Town and Country Planning Act 1990 with the reference number 98/0586 subject to conditions including a condition for holiday purposes.
19. On 3 March 2014, planning permission was granted pursuant to an application to extend the seasonal condition of the 1952 Planning Permission under s73 of the Town and Country Planning Act 1990 with the reference number 14/0022 to allow all year round use subject to conditions including a condition for holiday purposes.
20. An application for a Certificate of Proposed Use or Development was granted pursuant to section 192 of the Town and Country Planning Act 1990 and certified that as at 1 February 2017 it would be lawful to:

USE OF THE LAND AS (i) A CARAVAN SITE FOR 140 CARAVANS WITH UNRESTRICTED OCCUPANCY FROM 1 MARCH TO 31 OCTOBER IN ANY YEAR, (ii) A CARAVAN SITE FOR HOLIDAY USE ONLY FROM 1 JANUARY TO 21 JANUARY AND 1 NOVEMBER TO 31 DECEMBER IN ANY YEAR AND (iii) A CARAVAN SITE FOR HOLIDAY USE ONLY AND SUBJECT TO COMPLIANCE WITH CONDITION 3 IN PLANNING PERMISSION 14/0022 FROM 1 FEBRUARY TO 28 (OR 29) FEBRUARY IN ANY YEAR.

21. The effect of such a Certificate is that “the lawfulness of any use or operations for which a certificate is in force under this section is conclusively presumed unless there is a material change, before the use is instituted or the operations are begun, in any of the matters relevant to determining such lawfulness” (section 192(4) of the Town and Country Planning Act 1990).
22. Therefore, with reference to the terms of the Certificate, as at 1 February 2017 it is lawful for the Park to be used as a caravan site for 140 caravans to be used for either residential or holiday purposes (unrestricted occupancy) from 1 March to 31 October in any one year (8 months of a 12 month period) and for holiday purposes from 1 November to 21 January and 1 February to 28/29 February in each year and to keep a register of names and addresses for the occupiers of the caravans in February.
23. There is a typing error in the Certificate and reference to the 21 January should be reference to 31 January. In view of the documentation supplied in relation to this application and the correspondence with the Council, we do not believe that this is a contentious issue.
24. In its simplest terms, the Council has confirmed that it would be lawful for the land to be used as a caravan site to allow the stationing of caravans (falling within the definition of section 29 of the Caravan Sites Act 1960 as amended by section 13 of the Caravan Sites Act 1968 (twin units)) for 140 caravans to be occupied on a residential basis for 8 months of the year and for the shouldering 4 months in total (two either side of the 8 month period, in the

winter months) for holiday purposes subject to any further applicable provisions in the balance of the sections of the Town and Country Planning Act 1990 dealing with applications for certificates of lawfulness.

25. The site is open for 12 months of the year with up to 140 caravans stationed permanently for human habitation. We are in the process of taking our client's instructions with the view to securing all year round use of the Park as a caravan site for up to 140 caravans which would allow permanent, residential living.

Site licence

26. The Park has a site licence under the Caravan Sites and Control of Development Act 1960.
27. The site licence for the Park was updated in 2014 following the grant of planning permission under section 73 of the Town and Country Planning Act 1990 which allowed all year round use of the caravans.
28. The conditions of the site licence include requirements such as all caravans, wherever possible shall be sited on a suitable hardstanding and for the caravans to be connected to a road infrastructure.
29. Under Part 5 Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015 "development required by the conditions of a site licence for the time being in force under the 1960 Act" is classed as permitted development. Therefore the requirements within our client's site licence for hardstandings for caravans and roads, as examples, are permitted development.
30. Model standards for residential caravan sites 2008 replaced standards from 1989 for residential sites. Any new park home development or redevelopment is likely to be built in accordance with those model standards.

Park Homes

31. "Caravan" has its own definition in law and can be found in section 29 of the Caravan Sites and Control of Development Act 1960 as amended by the section 13 of the Caravan Sites Act 1968. The definition of a caravan is also restrained by specific dimensions.
32. Section 13 of the Caravan Sites Act 1968 defines a twin unit caravan as:

A structure designed or adapted for human habitation which—

(a) is composed of not more than two sections separately constructed and designed to be assembled on a site by means of bolts, clamps or other devices; and

(b) is, when assembled, physically capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer),

shall not be treated as not being (or as not having been) a caravan within the meaning of Part I of the Caravan Sites and Control of Development Act 1960 by reason only that it cannot lawfully be so moved on a road when assembled.

33. The terms “caravan”, “mobile home” and “park home” can be used interchangeably. There is no legal definition of a “park home”. “Park home” tends to mean a “mobile home” which has the same definition of as a caravan under the Mobile Homes Act 1983 (as amended).
34. Park homes (mobile homes), built to BS3236 (dealing with matters including means of escape and appropriate insulation) can be either single or twin unit caravans. The average size of a twin unit park home is generally around 45ft x 20ft and will be delivered in two sections, assembled on site and sited on a concrete base meeting industry standards including thickness. We are attaching documents at **Exhibit H** from Prestige and Homeseeker, manufacturers of park homes showing the quality of design and make up of one of their park homes as an example. Park homes tend to be sited with a pitch which includes a garden space. Both the home itself and the pitch needs little maintenance because of the build quality of the unit itself, its size, and the functionality of the pitch area which is a manageable space. Prestige and Homeseeker is one manufacturer of park homes. There are others offering and a similar product and new production lines have been added to try and accommodate supply. With caravan shows such at the Lawns (Hull), Beaulieu (Hampshire), Stoneleigh (Midlands) and the Caravan and Motorhome Show (NEC Birmingham) gaining in popularity and the number of companies wanting to exhibit there increasing together with ticket sales and footfall this is helping to change the general public’s preconception of a caravan (park home) and park home living.
35. Park homes offer an attractive form of residential accommodation especially to those within the 50+ age range who are retired or semi-retired, looking to downsize and to release equity in their bricks and mortar homes to spend on a new car or more holidays. A lot of residential park operators market to this sector which is the fastest growing sector of society and aside from the likes of McCarthy & Stone there are very few others looking to build and create an environment for this age range in England. Under section 124 of the Planning Act 2016 it now a duty of local housing authorities to consider the needs of people residing in caravans or those intending to live in this form of accommodation as part of their assessment of accommodation needs. Park homes are starting to be seen as more of a viable alternative to bricks and mortar accommodation as this section of the Planning Act 2016 helps to demonstrate.
36. Under the Equality Act 2010 an exception was created, made by Order, which allows a residential park operator to include a specific site rule imposing a minimum age restriction for those residing on a park home estate to, for example, 50 years of age. This was in part

due to the nature of this form of accommodation being the most attractive to those over a certain age. On a residential park, all the homes must be occupied as the person's main or only residence. Where there is an owner-occupied home, the owner has an agreement with the park owner to which the Mobile Homes Act 1983 (as amended) applies. If a home is owned by the park owner and let, the agreement is very similar to that of an assured shorthold tenancy agreement.

37. With reference to the Fylde Mid-population 2014 estimates (updated in June 2015) we note that the median age of the population within the Fylde area was 48.5. In terms of the total estimated population, 7.86% of the population was aged between 50 – 54 with 7.65% aged between 65 – 69. According to this resource, there are more people aged 50+ living in the Fylde area than under the age of 49. Therefore the provision of park home accommodation within Fylde is a viable option where there is a market for this type of accommodation. The creation of a park home estate would help contribute towards the 5 year housing land supply and would be targeted at a sector of society known to be increasing in number and is the most prevalent age groups in the Fylde area according to these statistics.

Merlewood Country Park as a residential park home estate

38. The Park falls within a suitable, sustainable location. It is very close to main transport links to Blackpool and further afield to Preston, Liverpool and Manchester and more locally to Great Eccleston. It has several bus stops and bus services and is in close proximity to local health care providers. It is within the established settlement of Little Eccleston and lies in an area which is not at any significant risk of flooding from the Wyre River. The road from which the Park is accessed (Cartford Lane) can take two way traffic serving the existing residential dwelling houses and the Cartford Inn. A park home estate would arguably result in less traffic during the main holiday periods so that the number of holiday trips are reduced resulting in traffic which has less peaks and troughs than a static caravan park.
39. The Park is already served by mains water and sewerage and electricity and has the benefit of the permitted development rights accruing under the existing site licence conditions for its internal infrastructure. This means that any additional roads and the replacement of concrete bases can be done within the existing permitted development rights and replacement homes can be connected to the existing and utilities serving the land.
40. With reference to the certificate of lawfulness referred to in **paragraph 20** above, it would be lawful for caravans on the Park to be occupied for residential purposes for 8 months of the year from 1 March to 31 October in each year with the remaining months of the year for holidays. Up to 140 caravans may be stationed on the Park all year round for 8 months unrestricted use and 4 months holiday use. There is no material difference between a

caravan park which has around 135 caravans currently stationed on the land all year round, for 8 months unrestricted use and 4 months holiday all owner occupied, and a park home estate with arguably fewer caravans (given the average size of a twin unit caravan) stationed all year round for residential use (predominantly owner occupied). There is no definable change in the character of the land. With the removal of traditional static caravans and replacement with twin unit park homes the impact of the traditional static caravans on the landscape is reduced and replaced with something which is more reflective of a development of bungalows of which this type of residential accommodation is prevalent within Little Ecclestone.

41. As a holiday static caravan park, the Park accommodates 140 traditional static caravans of the approximate size described in **paragraph 12**. If the traditional static caravans were replaced with twin unit, park homes of the description referred to in **paragraph 34**, this would significantly reduce the number of caravans on the Park. A replacement of the 140 static caravans with a mixture of twin unit and single unit park homes would reduce the number of caravans to around say 80 units [say 68 twin units: 12 single units]. There is a plan at **Exhibit I** which is a draft plan, not to be relied upon, but has been produced by our client in conjunction his planning and architectural consultancy showing how a layout of twin and single unit park homes might look. There is reference on this draft plan to a “new site entrance” off Cartford Lane. At this time, our client has not consulted with the Highways Authority about the creation of a new site entrance at this location but a new entrance here to replace the existing entrance which is where the road bends by Brow Farm and kennels would be safer.

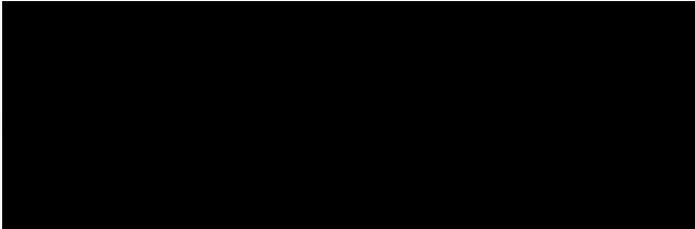
Representations in respect of all or part of the Park

42. In these representations we are putting forward the whole of the Park as a suitable site to contribute towards the Council’s 5 year housing land supply.
43. If the Council is concentrating on additional sites which could deliver around 15 -20 dwellings per annum (although we note that this is the projection in respect of greenfield sites which the land comprising the Park is not) within 5 years, we refer to the part of the Park highlighted and shown at **Exhibit I** referred to in **paragraph 41** above and put this part of our client’s Park. This area could accommodate between 20 – 27 park homes within the next 5 years.
44. As the written agreements in place for the remaining caravans falling outside of this land (1) expire or (2) agreements are reached to buy back the caravans before the expiration of the term or (3) the caravans are moved to different parts of the Park, more land will be released

for park homes, meaning that this land could be deliverable for park homes within forthcoming 5 year periods and before the new Local Plan expires.

45. If this were to happen, the Park would be a mixed use site (for residential and holiday purposes), and would remain a contributor of holiday accommodation in this part of Fylde until becoming full residential so that the provision of holiday accommodation would not be lost immediately. We note that the Cartford Inn has recently obtained planning permission for the provision of several holiday lodges.
46. A park home development within a sustainable location which is attractive to those in the 50+ age range which represent the highest percentage of the population living in the Fylde area would contribute to the type of accommodation suitable for this age range, freeing up larger bricks and mortar houses to recirculate into the housing stock. Such a development would be within the area of land caught by the existing planning permission as confirmed by the Certificate and arguably the impact of the existing caravan park on the landscape and character of the area reduced by the reduction in the number of caravans and development more in keeping with its surrounds, predominantly residential housing.
47. Our client has a proven track record of successfully operating residential park home estates having been in the parks industry for over 30 years. Our client is also behind Lodge Park in Catterall and Wyre Vale Park and Acresfield Park in Garstang.
48. For all the reasons as given in these representations we consider that all or part of the land falling within Merlewood Caravan Park should be viewed as an additional site to help contribute towards the Council's 5 year housing land supply with part of the Park being deliverable for approximately 27 park homes within the next 5 years.
49. We would be happy to discuss any aspects of the above representations with you so please do not hesitate to contact us if you have any questions.

13 September 2017



A

Google Maps PR3 0YP



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50 m



PR3 0YP

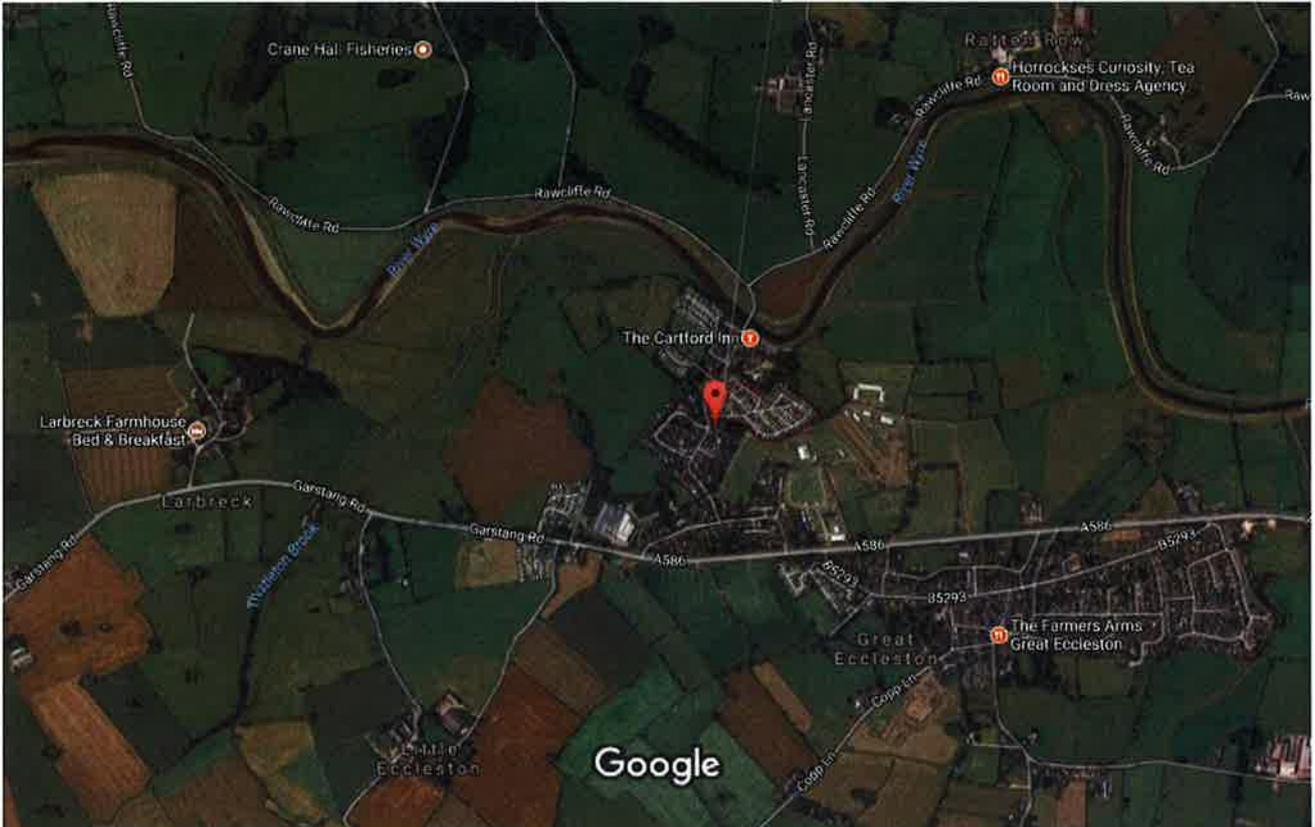
Preston



B

Google Maps PR3 0YP

Merlewood
Country Park



Imagery ©2017 DigitalGlobe, Infoterra Ltd & Bluesky, The GeoInformation Group, Map data ©2017 Google United Kingdom

200 m



PR3 0YP

Preston





Little Eccleston

Stops in Little Eccleston

Blackpool Old Road (opp)

Blackpool Old Road (by)

Cartford Lane (opp)

Cartford Lane (by)

Bus services

42 - White Lund - Blackpool Town Centre

75A - Fleetwood - Preston City Centre

400 - FLEETWOOD - MYERSCOUGH COLLEGE

527 - Preesall - Elswick

607 - Little Poulton - Thistleton

853 - ST ANNE'S - MYERSCOUGH COLLEGE

B66 - Newcastle (city centre) - Blackpool

D



Long term flood risk information

MERLEWOOD COUNTRY PARK
CARTFORD LANE
LITTLE ECCLESTON
PRESTON
PR3 0YP

This address is in an area at very low risk of flooding

Even if flooding doesn't threaten your location directly, it may still affect:

- transport
- power
- communications networks

Detailed flood risk information for this area



The flood risk from rivers or the sea is very low

What this means

Very low risk means that each year this area has a chance of flooding of less than 0.1%. This takes into account the effect

of any flood defences in the area. These defences reduce, but do not completely stop the chance of flooding as they can be overtopped, or fail.

How to use this information

You can use this information to see which areas are more likely to flood first, deepest, or most often.

Planning a development

This information is not suitable for use in land-use planning. If you're planning a development, you must use the Risk of Flooding for Land-Use Planning (Rivers and Sea) for England or Development Advisory Map for Wales. This is information based on flooding without defences.



The flood risk from surface water is very low

What this means

Very low risk means that each year this area has a chance of flooding of less than 0.1%. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast.

How to use this information

You can use this information to see the approximate areas that would flood, and which parts would be shallower or deeper.

This information is suitable for identifying which parts of counties or towns are at risk, or have the most risk. It's also suitable for identifying the approximate extent of flooding and the shallower and deeper areas of flooding. It's unlikely to be reliable for a local area and very unlikely to be reliable for identifying individual properties at risk.

Additional information

Lead Local Flood Authority

Lancashire

Created 11 September 2017



Learn more about this area's flood risk

From the list on the left, select the information you're interested in. The map view will then update.

'Detailed view' shows more options.

Basic view Detailed view
 Location

Flood risk from rivers or the sea

Extent of flooding

Flood risk from surface water

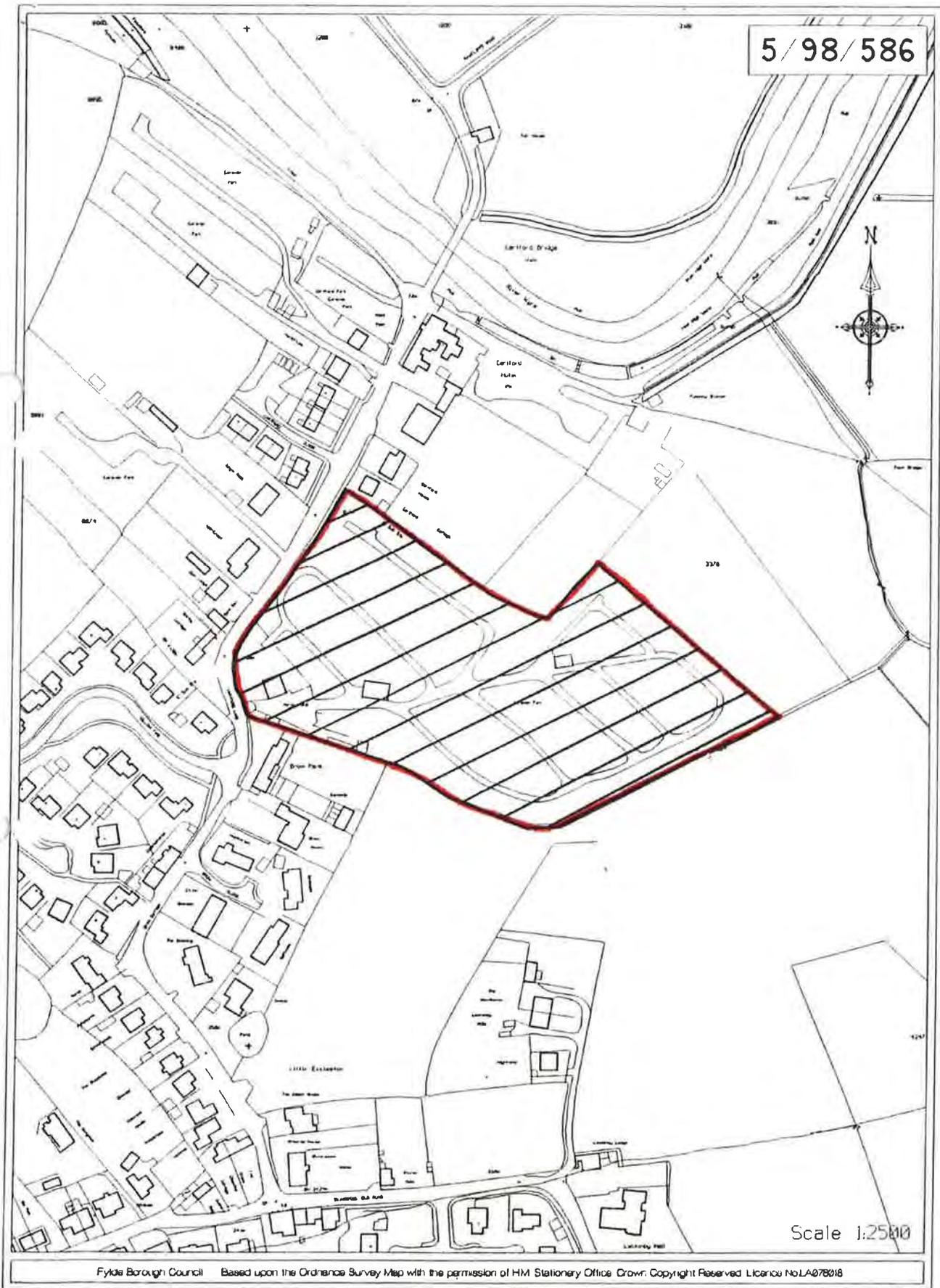
Extent of flooding

Flood risk from reservoirs

Extent of flooding

Location you selected

E



Google Maps PR3 0YP



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50 m



PR3 0YP

Preston



F





G

Form L.C.P. 4.

2571

Ref No. 3/7/52T.

TOWN AND COUNTRY PLANNING ACT, 1947.NOTICE OF CONSENT TO APPLICATION.

To: Messrs. MacKeith, Dickinson & Partners,
Chartered Architects,
97, Church Street,
Blackpool.

Part 1. - Particulars of Application.

- | | |
|---|---|
| 1. <u>Name & address of applicant.</u> | Messrs W. Hoare
c/o MacKeith, Dickinson & Partners
97, Church Street,
Blackpool. |
| 2. <u>Name & address of agent (if any).</u> | MacKeith, Dickinson & Partners,
97, Church Street, Blackpool. |
| 3. <u>Date of application.</u> | November 2nd, 1951. |
| 4. <u>Land to be developed.</u> | Merlewood, Cartford Lane,
Lt. Eccleston.
G.S. Sheet No. XLIV.13
L11.1.
Edition 1932. Plot No. 61, 61b. &
66. |
| 5. <u>Development forming the subject of the application.</u> | Site for caravan trailers. |
| 6. <u>Particulars of any direction given under the Act, or under the General Development Order.</u> | Nil. |

NOTE: Brief particulars only are required for 4-6 above

PART II. - PARTICULARS OF DECISION.

The Fylde Rural District Council, as agents for the Lancashire County Council, the local planning authority for the Administrative County of Lancaster, hereby give notice in pursuance of the provisions of the Town and Country Planning Act, 1947, that permission for the carrying out of the development referred to in Part I. hereof in accordance with the application and plans submitted HAS BEEN GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:-

1. The use of the land as a caravan camping site shall be restricted to the period between 1st March and 31st October each year.
2. A satisfactory layout plan, indicating the number and siting of the caravans shall be submitted to and approved by the Local Planning Authority.
3. No more than 140 caravans shall be placed on the site at any one time.
4. This consent shall relate only to tents and caravans specially designed and constructed for human habitation, and such caravans shall be maintained at all times, in a state fit to be drawn or propelled on their own wheels on the public highway. No converted railway carriages, tram or bus bodies or similar structures shall be stationed on the land without consent of the Local Planning Authority.
5. Notwithstanding any permission given by a General Development Order the applicant shall prepare and submit to the Local Planning Authority details of construction of any buildings, structures,

- 2 -

/Cont ..

- or erections, and the land shall not be used as a caravan camping site, until such details of construction and layout plan have been approved by the Local Planning Authority, and the work of construction or erection has been completed to the satisfaction of that Authority. Provided that where no such buildings, structures, or erections are necessary, and are not required by the Local Authority under the terms of any licence granted by them under Section 269 of the Public Health Act, 1936, this condition shall be of no effect.
6. The land between the existing highway boundary to Cartford Lane, Class 111, No. 303, and the proposed improvement line, as indicated on the attached plan to be reserved for highway purposes.
 7. The existing access to the bungalow and cafe to be used.
 8. That the gateposts be set back a further 20ft. and provided with adequate visibility splays. } X

The reasons for the conditions set out are : as follows:

1. In order to confine activity to the holiday season.
- 2, 3, 5. In order to secure well-planned development.
4. In order to preserve the amenity of the locality.
- 6, 7, 8. To ensure the proper use of Cartford Lane, Class 111. No. 303.

Dated this second day of February, 1952.

(Signed) - FRED TAYLOR.

Clerk of the Council.

Council Offices, Wesham, Kirkham.

IMPORTANT. - This permission refers only to that required under the Town and Country Planning Act, 1947, and does not include any consent or approval under any other enactment or under the building bye-laws.

- These Notes do not apply when consent is granted unconditionally.

(1) If the applicant is aggrieved by the decision of the local planning authority to grant permission or approval subject to conditions by notice served within one month of receipt of this notice appeal to the Minister of Town and Country Planning in accordance with Section 16 of the Town and Country Planning Act, 1947. The Minister has power to allow a longer period for the giving of a Notice of Appeal and he will exercise his power in cases where he is satisfied that the applicant has deferred the giving of notice because negotiations with the local planning authority in regard to the proposed development are in progress. The Minister is not, however, required to entertain such an appeal if it appears to him that permission for the proposed development could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the provisions of Section 14 of the Act and of the Development Order and to any directions given under the Order. For the form of Appeal can be obtained from the Regional Controller, Ministry of Town and Country Planning, Government Buildings, Warwick Road South, Old Trafford, Manchester, 16, to whom all appeals should be addressed.

(2) If permission to develop land is granted subject to conditions, whether by the local planning authority or by the Minister of Town and Country Planning, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Fylde Rural District Council, a purchase notice requiring that Council to purchase his interest in the land in accordance with Section 19 of the Town and Country Planning Act, 1947.

/Cont ...

.../Cont.

(3) In certain circumstances a claim may be made against the local planning authority for compensation, where permission is granted subject to conditions by the Minister on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Sections 20 and 79 of the Town and Country Planning Act, 1947.

FYLDE BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Part 1 - Particulars of application: Application reference no: 98/0586

U.P.R.N. 01016-N013-000-1

Location: MERLEWOOD CARAVAN PARK, CARTFORD LANE, LITTLE
ECCLESTON

Description: MODIFICATION OF CONDITION 1 ON APPLICATION 3/7/527 TO
EXTEND OPENING TIMES FROM MARCH/OCTOBER TO MARCH/JANUARY

Part 2 - Particulars of decision

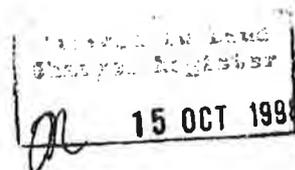
The Fylde Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that PERMISSION HAS BEEN GRANTED only for the carrying out of development referred to in Part 1 hereof in accordance with the actual development proposal specified on your submitted application form and the relevant plans, a stamped copy of which is returned with this notice, subject to the following condition(s) and reason(s):

1. No caravan or other mode of holiday accommodation on the site shall be occupied during the period 16 January to 1 March in any year.

To ensure that the site is not occupied by owners as their permanent residential home as the permission is for holiday use only.

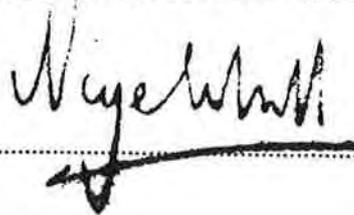
2. The caravans and other forms of accommodation on the site shall be used for holiday purposes only; they shall not be occupied continuously and shall at no time be used as permanent residential bases.

To accord with the approved use of the land as a holiday caravan site.



Date of Decision :- 07/10/1998

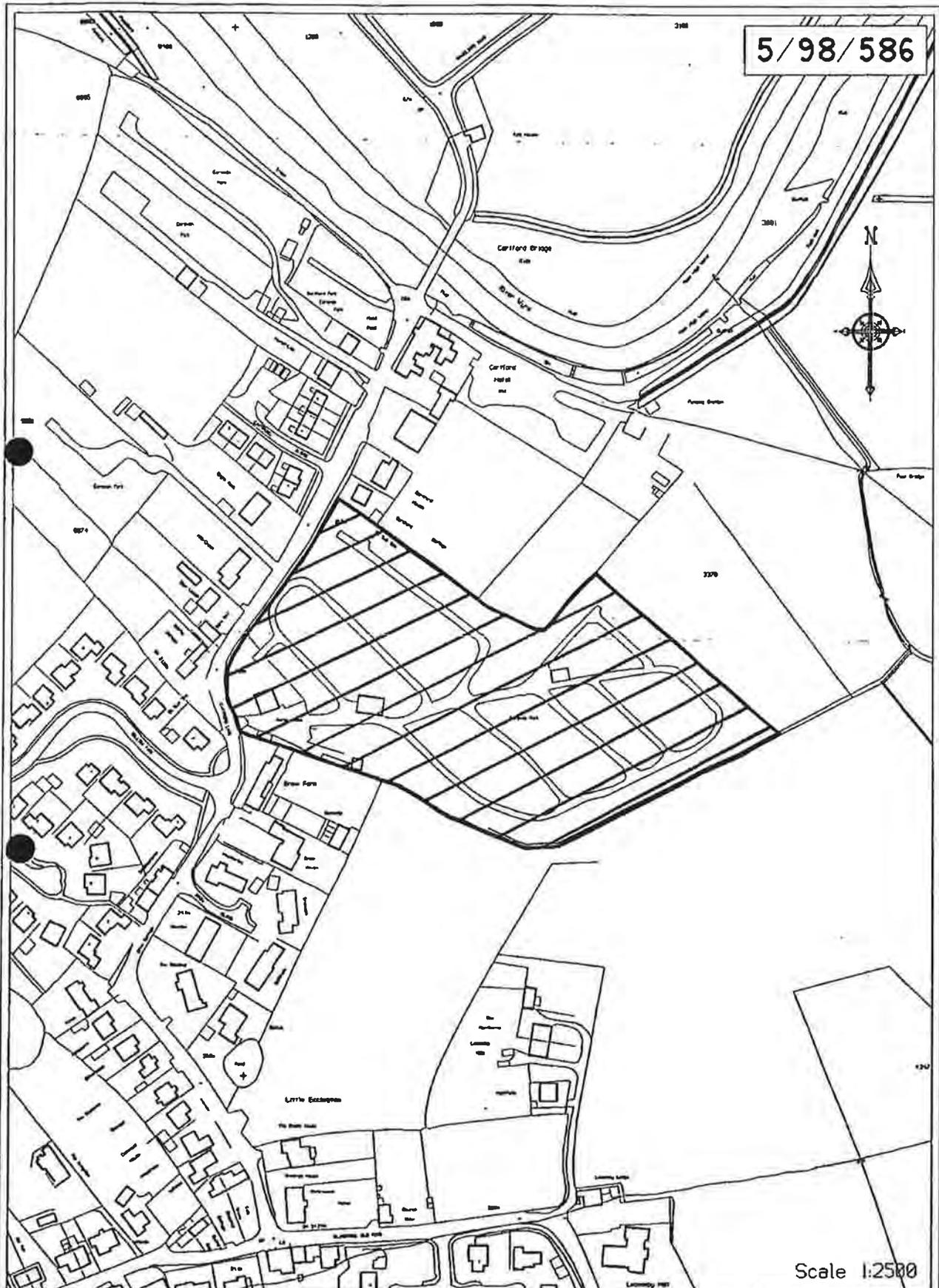
Signed



Director of Planning and Technical Services
Council Offices
Derby Road
Wesham
PR4 3AJ

PROPERTY FOCUS
FRIARS CRAG HOUSE
WYCOLLAR DRIVE
BLACKBURN, BB2 7AG

5/98/586



Scale 1:2500



Town and Country Planning Acts

Variation of Condition Granted

Part 1 - Particulars of Application

Application Number: 14/0022

Location: MERLEWOOD CARAVAN PARK, CARTFORD LANE, LITTLE ECCLESTON WITH LARBECK, PRESTON, PR3 0YP

Description: REMOVAL OF CONDITION 1 ON APPLICATION 3/7/0527 TO ALLOW ALL YEAR ROUND (12 MONTHS) HOLIDAY SITE.

Part 2 - Particulars of Decision

The Fylde Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that PERMISSION HAS BEEN GRANTED only for the carrying out of development referred to in Part 1 hereof in accordance with the actual development proposal specified on your submitted application form and the relevant plan, a stamped copy of which is returned with this notice, subject to the following conditions(s) and reasons(s):

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

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

- 2 The site shall be used for the siting of caravans for holiday purposes only, and these shall not be occupied continuously and shall at no time be used for permanent residential occupation.

Reason: To accord with the approved use of the land as a holiday caravan site otherwise there would be conflict with other planning policies which seek to restrict residential development in the countryside

- 3 The owners/operators of the site shall maintain an up-to-date register of the names of all owners of individual touring caravans, static caravans, chalets, motorhomes, or suchlike. The information held shall also include the owners' main home address and a form of documentary evidence verifying that address. This information shall be made available at all reasonable times to the Local Planning Authority.

The development is provided for holiday use only as occupation on a permanent basis would be contrary to the provisions of Policy SP2 of the Fylde Borough Local Plan.

IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED

UNAUTHORISED

1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:

- (a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
- (b) You, your agent or any other person responsible for implementing this permission should immediately inform the Development Management Section of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.

2) This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, i.e. a "condition precedent", the following should also be noted:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

SUMMARY OF RELEVANT POLICIES & GUIDANCE

This decision has been made having regard to the guidance provided by the National Planning Policy Framework and the policies contained within the adopted Development Plan which comprises the saved policies of: the Fylde Borough Local Plan and all other relevant planning guidance and in particular policies:

Fylde Borough Local Plan:

SP02 Development in countryside areas

TREC06 Static Caravans and Chalets

Informative notes:

1. The Local Planning Authority (LPA), in reaching this decision, has followed the guidance in paragraphs 186 and 187 of the National Planning Policy Framework. The Framework advises that the LPA should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area

Date of Decision: 03/03/2014

Signed:



Mr P. Walker
Director of Development Services
Fylde Borough Council
Town Hall
Lytham St Annes
Lancashire, FY8 1LW

Mr Dave Sharples
31 Boyes Ave
Catterall
Lancashire
PR3 0HB



Town and Country Planning Act 1990: Section 192

Town and Country Planning (Development Management Procedure)(England) Order 2015

Approval of Certificate of Lawfulness

First Schedule: USE OF THE LAND AS (i) A CARAVAN SITE FOR 140 CARAVANS WITH UNRESTRICTED OCCUPANCY FROM 1 MARCH TO 31 OCTOBER IN ANY YEAR, (ii) A CARAVAN SITE FOR HOLIDAY USE ONLY FROM 1 JANUARY TO 21 JANUARY AND 1 NOVEMBER TO 31 DECEMBER IN ANY YEAR AND (iii) A CARAVAN SITE FOR HOLIDAY USE ONLY AND SUBJECT TO COMPLIANCE WITH CONDITION 3 IN PLANNING PERMISSION 14/0022 FROM 1 FEBRUARY TO 28 (OR 29) FEBRUARY IN ANY YEAR.

Second Schedule: MERLEWOOD CARAVAN PARK, CARTFORD LANE, LITTLE ECCLESTON WITH LARBECK, PRESTON, PR3 0YP

Application Number: 17/0060

The Fylde Borough Council hereby give notice that the development described in the First Schedule in respect of the land/premises specified in the Second Schedule and edged red on the plan(s) listed in the informative note below and received on 01 February 2017 **is lawful** in accordance with the provisions of the above section of the Town and Country Planning Act 1990 (as amended), for the following reasons / clarifications:

1. This certificate relates to Merlewood Caravan Park as shown on the location plan '5/98/586' submitted with this application and received by the Local Planning Authority on 27 January 2017.
2. By virtue of the planning history of the site the use of the land as a caravan site for 140 caravans:
 - i. with unrestricted occupancy from 1 March to 31 October in any year,
 - ii. for holiday use only from 1 January to 21 January and 1 November to 31 December in any year; and
 - iii. for holiday use only and subject to compliance with condition 3 in planning permission 14/0022 from 1 February to 28 (or 29) February in any year

is lawful.

Informative Notes:

1. This certificate is issued solely for the purpose of Section 191/ Section 192 of the Town and Country Planning Act 1990 (as amended).
2. It certifies that the use /operations described in the First Schedule taking place of the land specified in the Second Schedule were lawful, on the certified date and, thus, were not liable to enforcement action, under section 172 of the 1990 Act, on that date.
3. This certificate applies only to the extent of the use /operations described in the First Schedule and to the land specified in the Second Schedule and identified on the listed plan. Any use /operation which is materially different from that described, or which relates to any other land, may result in a breach of planning control which is liable to enforcement action by the local planning authority.

Date of Decision: 31/03/2017

Signed:



Mr P. Walker
 Director of Development Services
 Fylde Borough Council
 Town Hall
 Lytham St Annes, FY8 1LW

Miss K Apps
 Curzon House
 Southernhay West
 Exeter
 Devon
 EX1 1RS

**IMPORTANT – PLEASE CAREFULLY READ THE NOTES BELOW AS FAILURE TO COMPLY
 COULD MAKE THE DEVELOPMENT UNAUTHORISED**

- 1) These notes should be read in conjunction with the decision notice issued by the Local Planning Authority in respect of the application which you have recently submitted to the Council.

IN CASES WHERE PERMISSION/CONSENT HAS BEEN GRANTED

- 2) Any permission/consent is granted on the basis of the approved plans listed in the decision notice. The development should be undertaken in strict accordance with the approved plans, as any deviation will constitute unauthorised development which may be liable to enforcement action. Any amendments to the approved plans are likely to require the submission of a further application to the Council. Should such changes be desired, you are advised to contact the Development Management Service to determine the most appropriate means by which any revisions could be considered.
- 3) Any permission/consent granted is subject to the conditions set out in the decision notice and it is the responsibility of the developer to ensure that these conditions are fully complied with. Any conditions that require work to be carried out or details to be approved before any development can take place form a “condition precedent”. If a condition precedent is not complied with, the whole of the development will be unauthorised and may result in enforcement action being taken by the Council.
- 4) The applicant is reminded of the need to obtain formal approval of those details required by the conditions of any planning permission/consent before development may lawfully commence on the site (or any other relevant trigger as set out in each condition). Formal applications for the approval of matters reserved by condition are currently subject to fees (per request) of £28 for householder applications and £97 in all other cases. Any breach of the imposed conditions may leave you liable to enforcement action or may require you to submit a new application in order to regularise any unauthorised works.
- 5) If the applicant is aggrieved by any of the conditions imposed as part of the planning permission, they may appeal to the Planning Inspectorate. Any appeal against the grant of permission subject to conditions to which the applicant objects needs to be made within 6 months of the date on the decision notice.
- 6) In undertaking any development you should ensure that you have also secured any necessary approval under the Building Regulations or any other approvals or consents required including consent from the landlord or obligations under the Party Wall Act.
- 7) For developments that need a new address or address change, please contact addresses@fylde.gov.uk or 01253 658515. New addresses need to be made as early as possible to arrange for Utility connections.

IN CASES WHERE PERMISSION/CONSENT HAS BEEN REFUSED

- 8) If the applicant is aggrieved by the decision of the Local Planning Authority to refuse planning permission/consent, they may appeal to the Planning Inspectorate. The relevant time limits to lodge an appeal following the Local Planning Authority's refusal of permission/consent are as follows:
- a) For **householder** planning applications – **12 weeks** from the date on the decision notice.
 - b) For **advertisement** consent applications – **8 weeks** from the date on the decision notice.
 - c) For **minor commercial** development applications – **12 weeks** from the date on the decision notice.
 - d) For **any other** types of planning application – **6 months** from the date on the decision notice.

SAVE THAT in circumstances **where an enforcement notice has been served** for the same or very similar development, the time limit to lodge an appeal (in all cases) is:

- within **28 days** from the date of the Local Planning Authority's decision if the enforcement notice was served before the decision was made, yet not longer than 2 years before the application was made.
- within **28 days** from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the normal appeal period).

Appeals must be made directly to the Planning Inspectorate and can be dealt with by exchange of written statements or heard before an Inspector at an Informal Hearing or at a Public Inquiry. Further information regarding the appeals process (including application forms) can be obtained from the Planning Inspectorate via their website - <https://www.gov.uk/planning-inspectorate>.

H



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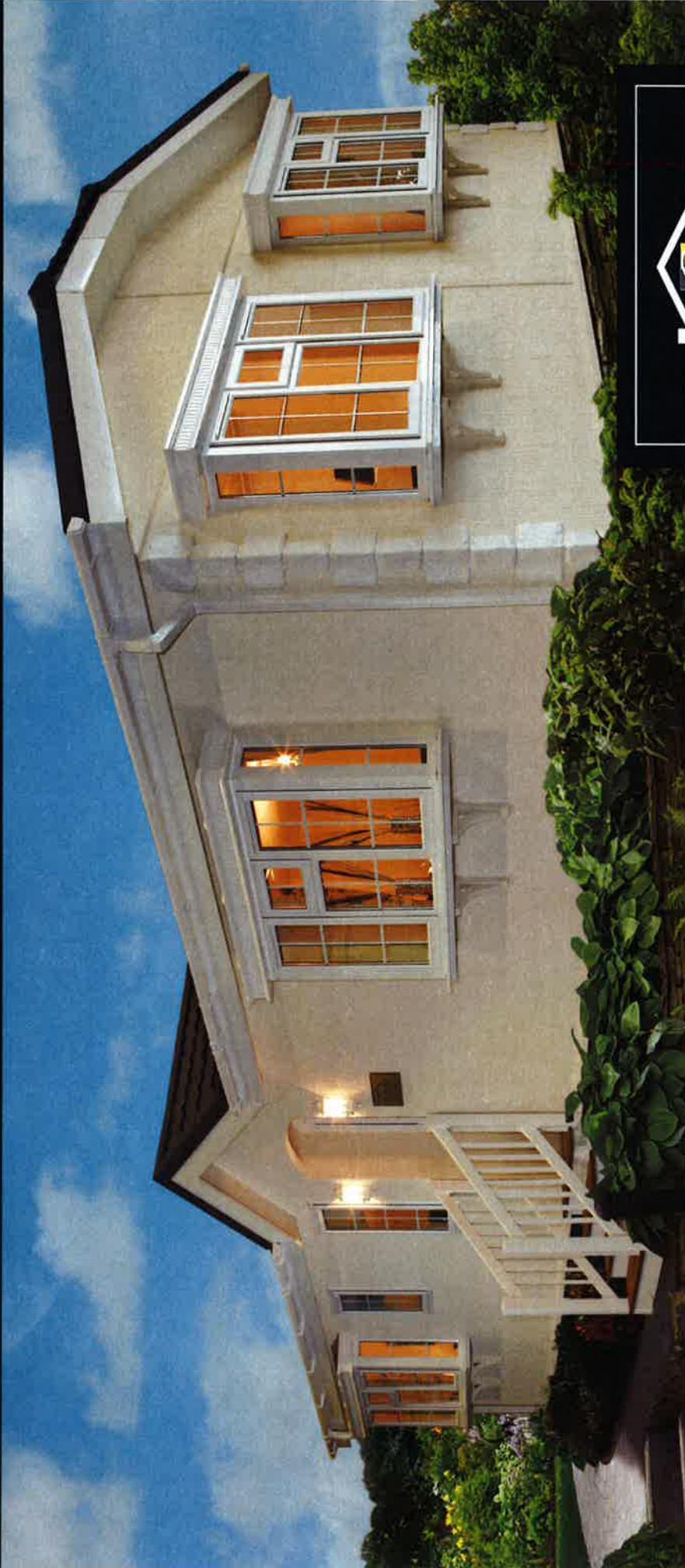
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- Shower Over Bath

THE REPRISE | Floorplan



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I

SINGLE
40' x 14'

TWIN
44' x 20'



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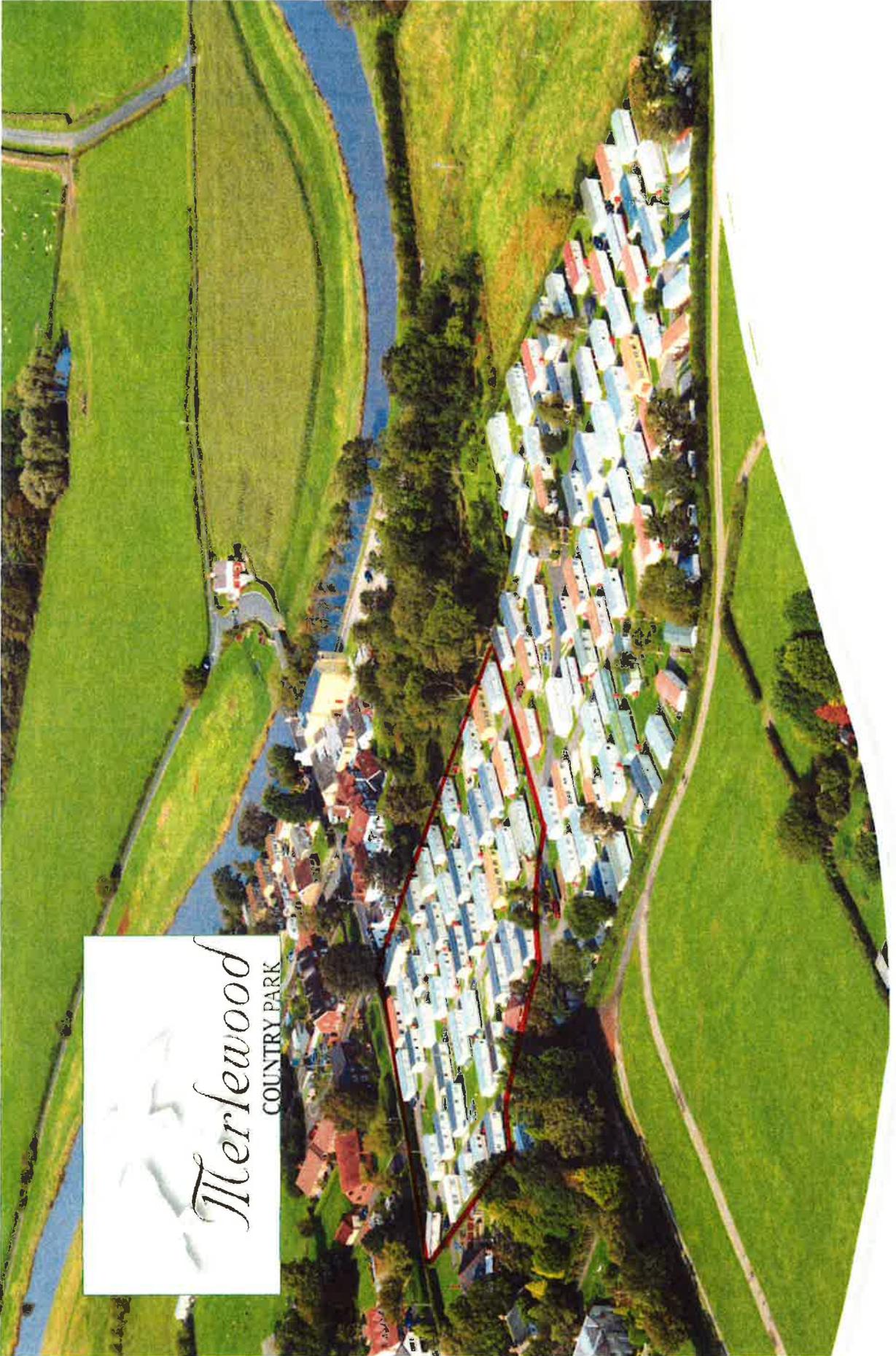
PROJECT NO. 1430
 SHEET NO. 1 OF 1
 DATE: 08/14/14

PREPARED BY: J.P. [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

79 units in total
 67 twin units
 12 single units



PROPOSED SITE LAYOUT FOR COMMENT



Merlewood
COUNTRY PARK



13 September 2017

Julie Glasiter
Planning Policy Manager
Planning Policy
Fylde Council
Town Hall
Lytham St Annes
FY8 1LW

BY EMAIL ONLY: planningpolicy@fylde.gov.uk

Dear Madam,

**Fylde Local Plan to 2032
Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032
Representation by the Co-op**

In response to the current consultation on Additional Evidence for the emerging Local Plan, the following submissions are made by the Co-op.

Background

As you may be aware, the Co-op has a freehold interest on land to the east of Staining. Outline planning permission (all matters reserved save for means of access) for up to 30 dwellings was secured at appeal in October 2014¹. I enclose a copy of the approved Site Location Plan (ref: P-01-001 P2) for ease of reference.

That site was then sold to Jones Homes (Lancashire) Ltd who secured the necessary Reserved Matters approval in May 2016 and the development is now well underway. Full completion is anticipated shortly.

This site is a clear example of the deliverability of housing to the east of Staining. The Co-op retain the freehold interest across the remainder of the land shown in blue on the enclosed plan and also a right of access into land north of Kings Close via the new development, or via Kings Close itself.

Similarly there are no technical or ecological constraints to a second phase of development, of a modest scale which would simply consolidate the existing settlement boundary. The necessary ecological mitigation required for a second phase has already been secured via Phase 1.

¹ PINS Ref: APP/M2325/A/14/2220410

A pre-application meeting was held in March 2017 (Council Ref: ENQ 17/0050) to explore the potential for a second phase of development. At that stage, Officers advised that, given the Council's claimed five year housing land supply position and emerging policy context, the Council would not support a planning application.

The following representations are made in this context:

Reference	Para. 2.1	Support / Object	SUPPORT
Comments:			
<p>The Co-op welcomes the increase in the strategic housing requirement and note that the Council will seek to meet the requirement of 415 dwellings per annum (dpa) for the Plan period. This will boost the delivery of both market and affordable housing within the Borough.</p> <p>The Co-op does not, however, wish to make any comments on the specific methodology used to calculate the objectively assessed need (OAN) range or otherwise endorse the actual figure proposed by the Council.</p>			

Reference	Para. 3.3	Support / Object	SUPPORT
Comments:			
<p>Housing land supply is a dynamic and ever-changing process, therefore, the Co-op would support the use of an annual Five Year Housing Land Supply Statement and a simplified housing trajectory in Appendix 2 of the Plan. In addition, the Council should undertake diligent monitoring to ensure the annual Statements are published in a timely manner.</p>			

Reference	Para. 3.7	Support / Object	OBJECT
Comments:			
<p>It is maintained that there is an opportunity to allocate additional land to the east of Staining for housing purposes, to help meet the higher housing requirements set out in the Plan. This land is deliverable within five years and being actively promoted by the landowner (Co-op). It is unencumbered from any technical or legal constraints and would give added surety to the Council's ability to maintain a five year supply of deliverable housing sites.</p>			
Suggested Amendment:			
<p>An additional allocation on land off Chain Lane, Staining (up to 30 dwellings). See enclosed site location plan.</p>			

Reference	Para. 3.8	Support / Object	OBJECT
Comments:			
<p>In terms of the five year supply methodology as set out in Annex 2, the use of a 20% buffer is supported and it is appropriate for this to be applied to both the annual 5 Year Requirement and the Shortfall.</p> <p>In addition, the Council's response to the matter of build rates and lead-in times (or phasing, as it is termed in the Additional Evidence) document is welcomed. Again, the assumptions used should be reviewed in future years as developments are completed to ensure that they remain robust and justified. This approach would also ensure market conditions are reflected in the Council's Annual Housing Trajectory.</p>			

Registered Office: Co-operative Group Limited,
1 Angel Square, Manchester, M60 0AG. Reg No 525R

However, there is insufficient justification for the Council to set out both a 'Sedgefield' and 'Liverpool' five year supply position within the Annual Statement, as referred to at Paragraph 3.8 (and as a 'Liverpool Plus' methodology at Para. 3.24). Liverpool is not commensurate with the objective of boosting the supply of housing and only serves to artificially inflate the Council's actual housing land supply position. Under the Sedgefield approach, the Council's ability to demonstrate a Five Year Supply is marginal at best (5.1 Years). Therefore, over the course of a monitoring year, it is conceivable that the supply could dip below five years. This is a binary matter; the Council either can or cannot demonstrate a five year supply. However, ongoing reference to the Liverpool method will only serve to distract all stakeholders involved in the Development Management process and should be deleted from the Plan (and its associated evidence base) in its entirety. On this basis, it is not agreed that the Plan will be effective at adoption as it may seek to rely on the Liverpool method if supply dips below five years in future years using the Sedgefield method. This only serves to defer the debate as to which methodology is suitable and the matter should be resolved definitively (using Sedgefield) as part of the Local Plan.

Reference	Para. 3.14	Support / Object	OBJECT
Comments:			
It is maintained that there is an opportunity to allocate additional land to the east of Staining for housing purposes. This site is wholly deliverable within five years. Furthermore, there is a clear inference that the Council is opting to do nothing further than 'achieve the minimum' i.e. identify a 5.1 year supply of deliverable housing land. Rather, it should be actively seeking to update its evidence base and interrogate the deliverability of all sites promoted for housing in accessible locations adjoining sustainable settlements.			
Suggested Amendment:			
An additional allocation on land off Chain Lane, Staining (up to 30 dwellings). See enclosed site location plan.			

Reference	Para. 3.16	Support / Object	OBJECT
Comments:			
It is maintained that there is an opportunity to allocate additional land to the east of Staining for housing purposes. This site is wholly deliverable within five years. Furthermore, there is a clear inference that the Council is opting to do nothing further than 'achieve the minimum' i.e. identify a 5.1 year supply of deliverable housing land. Rather, it should be actively seeking to update its evidence base and interrogate the deliverability of all sites promoted for housing in accessible locations adjoining sustainable settlements.			

Reference	Para. 3.27	Support / Object	OBJECT
Comments:			
For the reasons given at Para. 3.8 above, the Liverpool method is not considered appropriate or justified in Fylde and will not deliver an effective Plan. If the shortfall cannot be met within the first five years of the Plan, the only alternative (as defined under the PPG) is the Duty to Co-operate. This option has been discounted by the Council, therefore, Sedgefield is the default methodology and is the only way to ensure the delivery of an effective Plan.			

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This concludes the representation by the Co-op. I would be grateful if you could please acknowledge safe receipt of these comments within the specified deadline and keep me informed of progress with the Fylde Local Plan to 2032.

Yours sincerely,



Richard Lomas BSc DipTP MRTPI
Planning Manager

07702 505 544 / 0161 692 2583

richard.lomas@coop.co.uk

Commercial & Investment Property

cc. M Stafford } Co-op

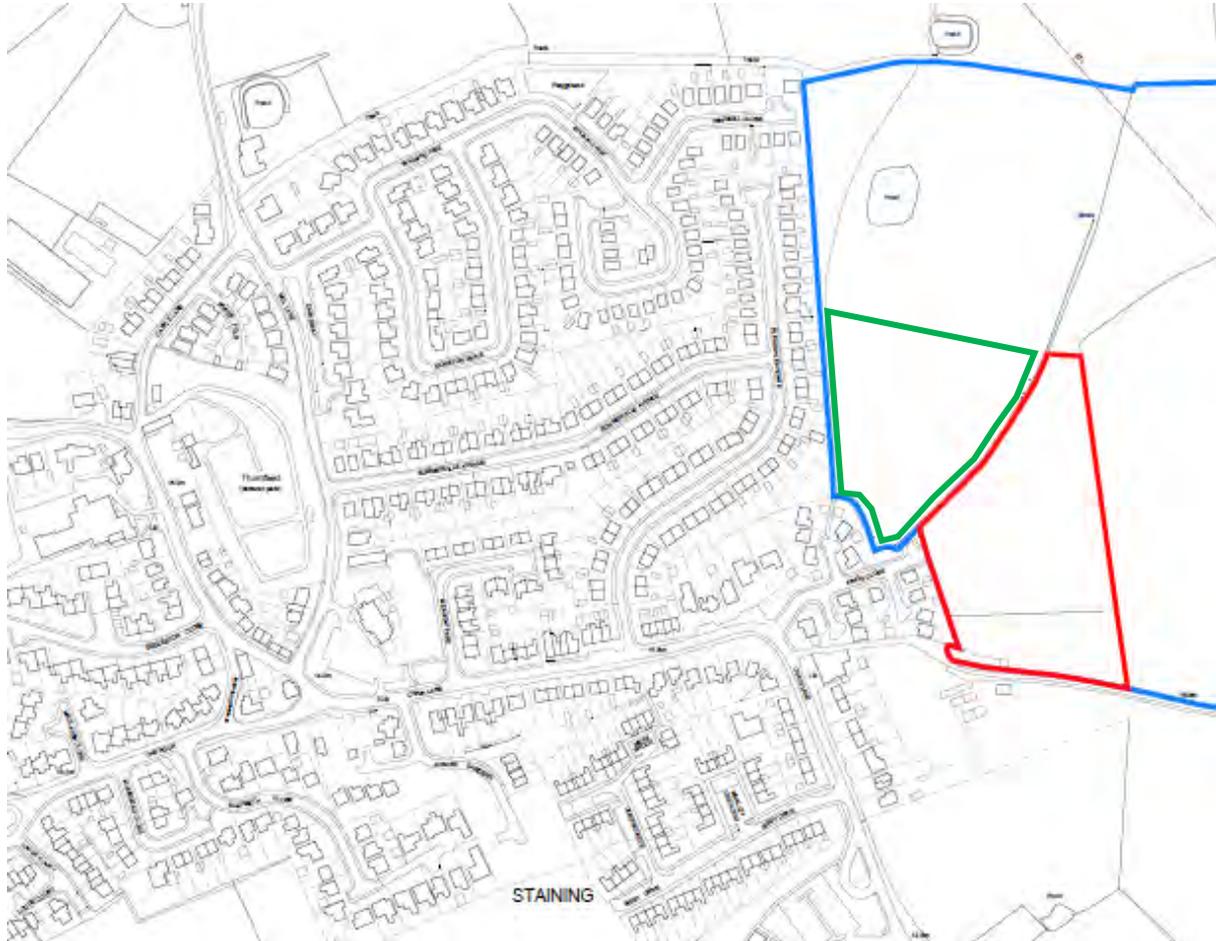
Registered Office: Co-operative Group Limited,
1 Angel Square, Manchester, M60 0AG. Reg No 525R

Land off Kings Close, Staining

Phase 1 Site denoted in Red

Potential Phase 2 Site denoted in Green

Co-op Freehold denoted in Blue



(NOT TO SCALE, FOR INDICATIVE PURPOSES ONLY)

Eddie Graves

From: [REDACTED]
Sent: 13 September 2017 20:55
To: PlanningPolicy
Subject: Evidence in Support of the Fylde Local Plan to 2032

Mr & Mrs Taylor
[REDACTED]

Elswick
Preston
[REDACTED]

12th September 2017

Dear Sir/Madam

**Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032
Section 4 paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313.**

We cannot understand the need for Fylde Borough Council to provide further evidence to confirm Elswick's Tier 2 status for the Local Plan. All the Settlement Hierarchy Assessments that have been compiled show that Elswick lacks facilities for the higher banding. Elswick is a very small village has no school, doctor's surgery or shops, other than a newsagents. The nearest supermarket is six miles away and public transport is extremely poor with no evening or Sunday buses. The main employment area is ten miles away with no bus service since the 78 bus service was withdrawn earlier this year. Several villagers who don't drive have to get taxis just to get to work.

The idea that Copp School should be included in the village's assessment is simply ludicrous. The school is almost a mile from the centre of Elswick and is reached by a very busy road with a single extremely narrow footpath. To suggest that children of junior school age should walk along this road to school is courting disaster as it many places it is necessary to walk in single file. Even if accompanied by parents this is a very hazardous exercise as children of this age are easily distracted and there is very little room for manoeuvre.

The additional evidence in support of the Local Plan provides a convincing summary of the case for tier2 status and we fully endorse it.

Yours faithfully

Regards
[REDACTED]

This Email has been sent from my Outlook Account on Behalf of [REDACTED]

Eddie Graves

From: [REDACTED]
Sent: 13 September 2017 19:48
To: PlanningPolicy
Subject: Consultation Response on the Local Plan (EL7)

Dear Sir

I write in support of Fylde Council's position statement.

The target of 415 houses per year is, I believe, already an ambitious one; there is only one year in recent history of this being achieved to date. Evidence in support of a higher figure is lacking. Expectations of a successful Enterprise Zone at Bae Systems in Warton have not been realised. The site has not brought forward new businesses and jobs despite an increase in confidence in the economy elsewhere. It is the Salmesbury site that has seen development instead of Warton and there is nothing to suggest that this will change any time soon.

At the suggested target of 415 houses, Fylde has a 5 year supply. There are sufficient sites allocated in the Plan and even this has caused a lot of anxiety locally because of the belief of an inadequate infrastructure and service provision. Going beyond this figure will put further green space at risk of development. Traffic congestion on the two main routes in and out of Lytham St Annes has significantly increased and is gridlocked when utility works are necessary, as at present. Any further pressure to build houses will exacerbate the issue.

I ask the Inspector to find in favour of the Council's position which delivers housing within the allocated number of sites and secures some certainty for Fylde's residents over the plan period.

Yours faithfully

Karen Buckley

[REDACTED]
St Annes
[REDACTED]

Received: 14/9/17 kl

Ack: 14/9/17 kl

DP No: OC/I3/17/2374

[REDACTED]
Elswick,
Preston,
Lancashire.
[REDACTED]

Planning Policy,
Fylde Council,
Town Hall,
Lytham St Annes,
FY8 1LW

07/09/2017

Re: Elswick village Tier status

Dear Sir or madam,

I fully endorse Tier 2 status of Elswick village. Fylde Council's response paper entitled Additional Evidence in Support of the Fylde Local Plan to 2032 accurately assesses the Tier 2 determination, summarised in paragraph 1.24 on page 213 and explained in detail in Section 4 paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313.

The reasons that I support Tier 2 Status of the Village are outlined as follows:

The developer / landowner arguments that the bus services have improved is not correct, the bus services have actually reduced by 50% since the withdrawal of services including the complete removal of the 78 Poulton to St Annes in April 2016. The remaining bus services finish at 19:30 Mon-Fri and do not run at all on Sunday. Important local areas for employment and education are not covered.

Copp School cannot be included in the Settlement Hierarchy Assessment due to it being 1200 metres from the village along a very busy, 40mph road with blind bends. Copp lane has only a single footpath to the school which is just one metre wide. The footpath cannot be considered reliable as a safe route as it is not always possible to remain on the footpath while walking this route due to the overgrown hedges. Great Eccleston is being expanded therefore the availability of its services and school places to Elswick are likely to be reduced.

Other tier 1 villages in the Fylde are all at least 50% bigger than Elswick and all of the them are on the edge of urban conurbations thus having access to considerably more facilities and public services.

Elswick is the same size as other tier 2 villages in the Fylde such as Clifton and Singleton

Elswick is one of the remotest and least sustainable villages in Fylde. It has no school, no health centre or doctors surgery and is six miles from the nearest supermarket. The nearest health centre is 1.5 miles away and it full.

There will be significant impact on the junction between the B5269 (Thistleton Road) and the A585 (Fleetwood Road). As you may be aware from accident statistics this is already a dangerous junction and the imposition of any increase in traffic can only have a negative effect.

Yours faithfully,

[REDACTED]
Karl Fitzpatrick



Elswick
Preston



Planning Policy
Fylde Council
Town Hall
Lytham St Annes
FY8 1LW

Received: 14/9/17 *let*

Ack: 14/9/17 *let*

DP No: 00/I3/17/2375.

Dear Sir/Madam,

I am a resident of Elswick who is writing to support the village's current Tier 2 status. We are a small community on the outskirts of rural fyld with very few amenities, no employment opportunities and inadequate public transport. These negatives, however, are the necessary sacrifices one must make when deciding to live in the countryside. My family and I made the conscious decision to move away from any urban areas for the health and happiness of our three children. When the greed of developers and local land-owners threaten the equilibrium of our quiet, country, rural village I feel compelled to speak out and take action. I fully support the very sensible decision that Fylde Borough Council have already made when they classified Elswick as a Tier 2 village. I fully endorse the Settlement Hierarchy comments relating to Elswick as made in Section 4 paragraphs 4.1-4.4 on page 10 and Annex 3 on pages 205 – 313 of the 'Additional Evidence in Support of the Fylde Local Plan to 2032. I find it quite ludicrous that these comments should even be allowed to be questioned considering the time and effort the Council has put in to ensuring that the development and classification of our local villages is handled both sensibly and realistically. I would go as far as suggesting that those who wish to change the village's Tier 2 status can have no valid argument whatsoever.

The recent statement from the developers stating that our village bus services have recently increased, for example, is a complete falsity. In fact, the removal of the 78 Poulton to St Annes service in April 2016 has actually reduced the village bus services by 50% since the village was given Tier 2 status.

I also address the suggestion from the developers that Copp School should be included in the Settlement Hierarchy Assessment for Elswick. The school is over 1200 metres away from the village down a very busy road. The pavement is inadequate and during the Summer months, the size of the hedges is such that there are parts of the pavement where it is necessary to step out in the road in order to pass. I'm sorry, but I challenge any of the developers to swear on oath that they would be happy to put the lives of their children at risk by letting them walk down such a dangerous and busy road. I won't even start on how parents could push a pram or a buggy to the school from the village.

I would also like the committee to consider the fact that Elswick is the same size as other local Tier 2 villages such as Singleton and Clifton and is at least 50% smaller than the other Tier 1 villages in the Fylde. Aside from this, the Tier 1 villages are all on the outskirts of other urban areas with better amenities. Elswick is one of the most remote villages in the Fylde. We have no school, no health centre or doctors surgery, no employment opportunities and the nearest supermarket is 6 miles away!

The list of reasons for keeping Elswick's Tier 2 status is extensive but I think I have made my point. The argument boils down to just a few questions:

Is Elswick in the correct location to build large housing estates, adding extra traffic to the roads and putting a huge strain on the already inadequate amenities?

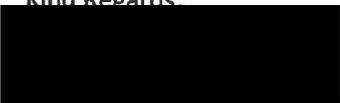
Have the developers made any valid arguments for changing the village's Tier 2 status (excluding the arguments based on lies as mentioned above)?

Would changing the Tier 2 status of the village be in the best interests of the residents of Elswick who have already successfully voted against development?

Considering the difficulty, local developer Billy Baxter had selling his **12 houses** (over 12 months) and the amount of existing Elswick properties which have been on the housing market for over 2 years, will the proposed houses actually sell?

If, as I do, the committee believes the answers to all or most of these questions is no then there can be only one outcome. Elswick must retain its status as a Tier 2 village and the proposal by the developers should be seen as what it is – a request driven by greed, with a complete lack of regard for the natural beauty of Elswick, its rural heritage, the safety and happiness of its residents and the sound, considered decision-making of our Fylde Council members. I trust you will make the decision that is in the best interests of the people of Elswick.

Kind Regards,



Andrew Scholz



[REDACTED]
 Elswick
 Preston.

[REDACTED]
 12th September 2017

Dear Sir/Madam,

I am grateful that Fylde Borough has redesignated Elswick as a Tier 2 village and endorse the Settlement Hierarchy comments relating to Elswick I support this designation because

- there is a limited bus service which was recently reduced: the Poulton to St Annes service was withdrawn in April. The bus service has been reduced in contradiction to the assertion that bus services have increased
- we do not have a medical centre
- there is limited essential shopping facilities
- there is no industry or employment therefore people have to drive to work, given the the roads are narrow increasing the number of residents will increase traffic congestion
- the nearest school is over 1kilometre away, reached by a busy and dangerous road. The school is situated on a bend, cars parked on the road side already make this a dangerous stretch which will be exacerbated if the school has more pupils. In addition the foot path is narrow along most of its distance. When people pass in opposite directions at least one person has to walk in the road.

I support Fylde Council's response paper entitled Additional Evidence in Support of the Fylde Local Plan to 2032 in particular Section 4 paragraphs 4.1-4.4 on p10 and annexe 3 p 205-313.

Your sincerely,



IAN MOTTRAM

JULIA MOTTRAM

Received: 14/9/17 let

Ack: 14/9/17 let

DP No: 00/I.3/17/
 01084.

Received 14/9/17 1449

Ack: 14/9/17 1449

DP No: OC/I3/15/02/178

ELSWICK,
PRESBY

12th September 2017

RE: PROPOSED HOUSING DEVELOPMENT TO LAND NORTH OF MILL LANE, ELSWICK.

Dear Sir,

It would appear that yet again I have to write to you condemning the proposed building on land (totally unsuitable owing to the large natural orient pond) to the north of Mill Lane, Elswick. All my previous correspondence on the matter is still totally relevant and should be read and absorbed together with this additional letter.

Its fair to say that this developer neither understands nor cares for Elswick village. Its blatantly obvious Elswick cannot sustain any more housing. It has no schools, doctors, nurseries, dentist. The road network is dangerous as are the pavements (where they exist) serving the nearest school (inted between Elswick and Gt. Ecdleston) and nearest village Gt. Ecdleston. It only has one very small corner shop. Public transport is a joke - infrequent, expensive & unreliable!

Can the utility services cope with additional housing? Our surface water drainage system is obviously straining to cope as roads regularly flood at times of heavy rainfall. We experience more power cuts than we should and why add even more cars onto already dangerous roads. The doctor's surgery in Gt. Eccleston can't cope now and this will only worsen when the new houses in Gt. Eccleston are built.

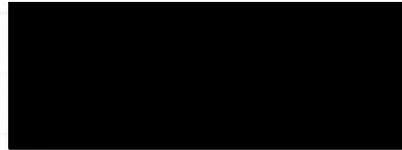
Apparently Elswick was originally designated as a Tier 1 village in Fylde's Local Plan instead of a Tier 2 village (don't know what happened there !!) but why stop there - Elswick simply has no further capacity for any additional housing full stop!

Unfortunately government has decided there must be more housing in this Country so now owing to developers/landowners' greed the most profit making housing is being built on our glorious English countryside instead of where it is actually needed (but not, surprisingly, where there is the least profit). Our own MP is staying remarkably quiet about this important matter, rather talking about needs by the side of the roads and a water supply

problem that happened 2 years ago!

The landlord / developer have no arguments - Edrick simply cannot sustain any further housing. Please reject their efforts and application once and for all !!

Yours faithfully,



ELSWICK Small
Village (Tier 2 Status)

MRS. M. COOKSON

Received: 14/9/17 ^{wt}
Ack: 14/9/17 ^{wt}
DP No: OCT 13/15/2012

ELSWICK
PRESTON
12-9-17

SETTLEMENT HIERARCHY

Comments relating to Elswick in Fylde Borough Council's paper entitled: -

ADDITIONAL EVIDENCE in Support of the FYLDE LOCAL PLAN to 2032.

In reference to Section 4 paragraphs 4.1 to 4.4 on page 10 and ANNEX 3 on pages 205 to 313.

My following points are as follows: -

1. A support Fylde's case for Elswick to be a Tier 2 village.
2. The developers are wrong in claiming that the bus services have improved, in actual ~~fact~~ fact the services ^{have} halved.

3. I don't agree with the developers bringing Copp School into it as it's 1200 metres from Elswick and is already a very dangerous road to walk along with a very narrow pavement and overgrown hedges.
4. I believe the Tier 1 villages in the Fylde are all at least 50% bigger than Elswick and all of them on the edge of urban areas having access to more facilities.
5. Elswick is the same size as other 2 Tier villages such as Clifton and Singleton.
6. Elswick is one of the remotest villages and least sustainable villages in the Fylde; - No school, no Health Centre and is 6 miles from the nearest Supermarket.
7. There is no industry or

7. of employment in Elswick.
Most people are employed
6-10 miles away.

Yours sincerely

A large black rectangular redaction box covering the signature area.



JOHN ROWE
 ARCHITECTURE & URBAN DESIGN
 16 HIGH STREET, GREAT ECCLESTON
 PRESTON PR3 0YB

TEL 01995 238020

E-mail
 Rowearchitecture@aol.com

Planning Policy,
 Fylde Council,
 Town Hall,
 Lytham St Annes,
 FY8 1LW.

Date: 13.09.2017
 Our ref: A/FBCLP/JNR

Dear Sirs

Fylde Local Plan to 2032
Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032

I write in response to the Consultation Document with comments relating to the alteration of the settlement hierarchy of Elswick.

The LPA states at paragraph 1.3 of Annexe 3 that:

“Following the consultation on the Revised Preferred Option Local Plan, and the extensive number of objections by Elswick residents at the consultation event to the proposed designation of Elswick as a Tier 1: Larger Rural Settlement, due mainly to the limited existing services and the pressure on those services, the Council decided to update the evidence used in the Settlement Hierarchy Background Paper.”

It should be noted that the number of objections, extensive or otherwise, should not be regarded as a basis for influencing the Council’s previous assessment of Elswick’s status, given that there was little difference in the level of services between the original assessment in 2012 and the updated assessment in 2016. The tables within Annexe 3 bear out the lack of change and the total score on both assessments remained at 13. It is understood that there has been a substantial drive to resist development by a few individuals within Elswick through leaflet drops and public meetings to encourage residents to object. The leaflets have included lists of reasons for objection to proposed developments and consultation documents to facilitate and encourage widespread resident objections. It is generally understood that LPAs ought to consider the quality and relevance of objections rather than the quantity.

Bus services

At paragraph 1.10 of Annexe 3 the LPA states that there are no direct bus routes to the two main conurbations closest to Elswick, namely Blackpool and Lytham St Annes.

Preston is closer than Lytham St Annes to Elswick and there is a direct regular bus service to Preston. Although there is no direct bus route to Blackpool there is a direct connection to Blackpool (bus service 74). It is possible to board a bus in Elswick and purchase a ticket to Blackpool owing to this direct connection at Poulton-le-Fylde, where the buses await approximately 10 minutes to transfer passengers.

There is also a direct connecting service at Kirkham (bus service 78) which runs from Wesham to St Annes via Freckleton and Lytham.

The scoring methodology therefore fails to take proper account of the true situation wherein it is possible to directly access far more destinations than the LPA suggests.

In Paragraph 1.16 of Annexe 3 the only reason given by the LPA for removing bus services from the scoring methodology relates to funding cuts by the Lancashire County Council. The County Council, however, has recently committed to providing £1 million for bus services according to the Lancashire Evening Post article dated 8th September 2017.

<http://www.lep.co.uk/news/politics/give-and-take-lancashire-county-council-to-make-45m-of-cuts-but-more-cash-for-some-services-1-8743223>

Since the sole purpose of scoring settlements is to assess their sustainability and capacity/need for expansion, it would make no sense to ignore bus services. It should also be borne in mind that developer contributions from approved developments would add to service funding and would assist in improving sustainability for settlements.

The LPA does not appear to have taken account of the fact that Elswick is on the National Cycle Route 90.

In its assessment and scoring the LPA has also ignored the fact that there is a railway station and supermarket at Wesham which are both directly accessible by bus, and a supermarket in Great Eccleston which is a little over a mile from Elswick which is also accessible by bus.

School Provision

At paragraph 1.15 of Annexe 3 the LPA states that 8 reception class school places have been offered for the 2017/2018 enrolment year. This is not true. The School has only 8 children entering the reception class in this year, however its reception class capacity is approximately three times that number. The school is suffering falling numbers of pupils year-on-year.

The LPA cites the pupil numbers as part of its justification for altering Elswick's settlement hierarchy in March 2016 even though the pupil numbers for the 2017/2018 enrolment year were not available or foreseeable that far in advance. Pupil numbers for the Primary school for the 2017/2018 enrolment year could not have therefore formed any part in consideration of the alteration to Elswick's settlement hierarchy in March 2016.

The recently approved development of 24 dwellings on land to the East of Copp Lane (LPA Ref. No: 16/0846) contained an assessment of the school places required for that development. The Local Education Authority calculated that the development would require 9 primary school places and that there was already sufficient capacity within the school to accommodate these.

Great Eccleston Copp CE primary school does have a wider catchment than just Elswick because it was intended to serve both Elswick and Great Eccleston (hence its location between the two settlements), however it is the closest school to the village of Elswick. The footway is adequate and is presently used by a good number of children to walk to school, and there have been no accidents involving pedestrians on Copp Lane in living memory. It is worth noting that the footpath is continuous along the length of Copp Lane and does not involve any road crossings between Elswick and the School, and is likely to be improved once approximately 200m of the footpath closest to Elswick is widened to 2 metres as part of the recently approved development on Land East of Copp Lane.

The LPA claims at paragraphs 1.14, 1.21 and 1.23 of Annexe 3 that the distance from the centre of Elswick to Copp CE school is 1260 metres. This is untrue. The distance is 1000m, which is within the CIHT "acceptable" walking distance to school. There is no justification for excluding Copp CE School from the total score for Elswick.

The distance from the settlement to the primary school remained unchanged between the 2012 assessment and the 2016 assessment. The number of available places at the school did not reduce between those dates. The width of the road and pavement did not alter during that period. There would be no obvious justification for amending the settlement hierarchy for Elswick in 2016 based on the local primary school. The only reason for excluding the primary school from the scoring mechanism would be to deliberately reduce Elswick's score.

In recent planning applications it is noted that Elswick is viewed by LPA officers as being sustainable and appropriate for development. The distance and quality of the walk to Copp School has been taken account of in their reports to Committee.

It should also be noted in respect of the question of settlement hierarchy that the LPA's planning officers have been consistent in not applying the 50-dwelling limit suggested by the Council's revised designation of Elswick as a Tier 2 settlement. Developments at Mill Lane (50 dwellings, 2 applications made, LPA Ref. Numbers: 16/0180 and 17/0247) and Beech Road (50 dwellings, LPA Ref. No: 16/064) were both recommended for approval by officers. Either of these developments, if approved, would have resulted in the Tier-2 limit of 50 houses being exceeded when existing approvals post 2011 (approximately 24 dwellings) are added.

In conclusion, it appears that the decision to exclude bus services and Copp CE primary school from Elswick's score is arbitrary and unjustified. The justification appears to have been, in part at least, based upon information that could not have been available in March 2016. The Justification also relies on information which could not have been available when the decision was made to revise the Settlement Hierarchy status for Elswick. On this basis, the LPA's justification fails to answer the question posed by the Inspector.

I would therefore object to the exclusion of the bus services and Copp CE primary school from the score for Elswick.

Yours faithfully



John Rowe RIBA Chartered Architect

1461



24 MAY 2017

FYLDE COUNCIL

TEL

22 MAY

WESTBY WITH RIMINGTON

DEAR SIR,

RE: TEL CONVERSATION WITH
MR GRAVES PLANNING POLICY

I AM ENCLOSING COPY OF SOME PLANNING APPLICATIONS IN THE PAST.

WHEN WE MOVED INTO THIS PROPERTY IN THE EARLY 70s. PLANNING WAS PUT IN FOR A RIDING SCHOOL WHICH WAS REJECTED ALSO LATER WE TRIED FOR KENNELS & CATTLEY ON 25th MARCH 1994.

MUCH MORE RECENTLY WE APPLIED FOR HOUSES WITH A PLAN DRAWN UP WITH AN ARCHITECT FOR MY LAND & NEXT DOORS WHICH WAS ALSO REJECTED, I BELIEVE NEXT DOOR (PONDERSO) WAS GRANTED ONE DWELLING ON THE ROAD FRONTS TO PEEL HILL.

OVER THE MORE RECENT YEARS I HAVE BEEN IN TOUCH WITH STAFF IN THE POLICY DEPARTMENT & WAS TOLD BY A LADY IN YOUR DEPARTMENT THAT WHEN LAND WAS PASSED ON CROPPER RD WE HAD BEEN CONSIDERED, BUT WE WOULD BE ON THE NEW PLAN FOR DEVELOPMENT.

SO IT WAS A COMPLETE SHOCK WHEN I SPOKE TO MR GRAVES TO BE TOLD THAT WE WERE NOT AND IN FACT THERE WAS NO EVIDENCE OF ANY PLANNING APPLICATIONS, SO IF THIS IS THE

CASE SOMETHING IS SERIOUSLY WRONG IN YOUR OFFICE.

I CANNOT UNDERSTAND WHEN MR GRAVES SAID WE HAD TO APPLY TO BE PUT ON THE NEW PLAN WHEN I HAD BEEN TOLD BY YOUR OFFICE WE WERE ON THE NEW PLAN & IT WOULD BE OUT LATER THIS YEAR.

MR GRAVES SAID THERE WAS NO EVIDENCE OF ANY EXISTING APPLICATIONS FOR PLANNING ON OUR PROPERTY & WOULD I SEND IN AN OUTLINE DRAWING OF OUR PROPERTY I SERIOUSLY HOPE YOU WILL LOOK INTO THIS MATTER URGENTLY AS WE DO WANT TO BE ON THIS PLAN

I HAVE BUNG YOUR OFFICE ON SEVERAL OCCASSIONS & WERE TOLD WE WERE A BROWN SITE ON THE NEW PLAN.

I WOULD LIKE YOU TO INVESTIGATE THE DISAPPEARANCE OF MY PAST PLANNING APPLICATIONS FROM YOUR FILES IN YOUR OFFICE.

I AWAIT YOUR REPLY.

YOURS FAITHFULLY



1463

GRAZING

Field drains/area of dispersal to be decided after permeation test

OUTDOOR RIDING Paddock

Proposed septic tank

rainwater soakaway

PROPOSED KENNELS

fw drain

GRAZING

EXISTING STABLES

PROPOSED GARAGE

LOCATION 1: 500 SCALE

30

32

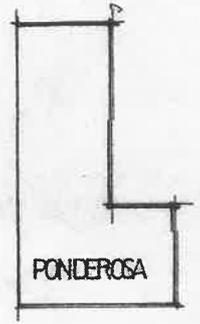
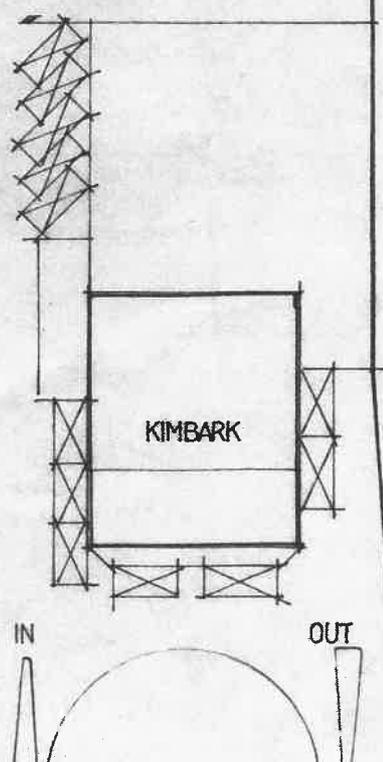
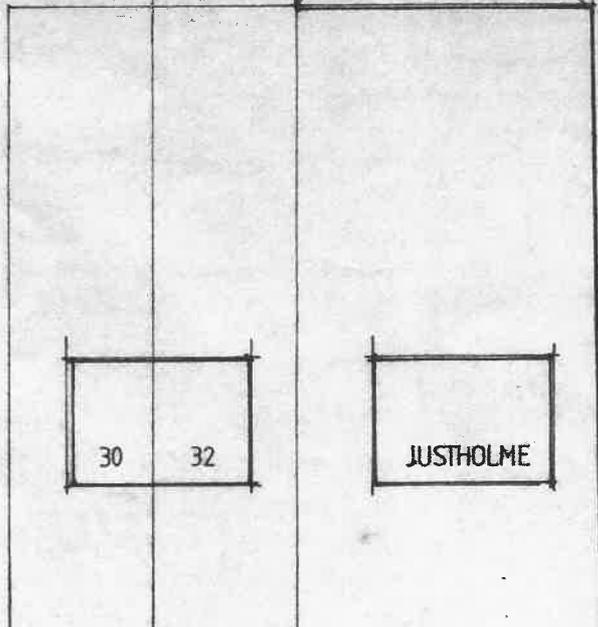
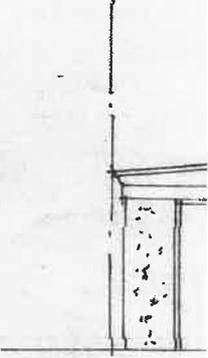
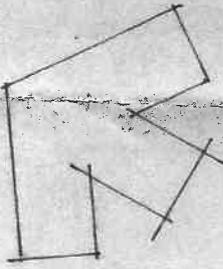
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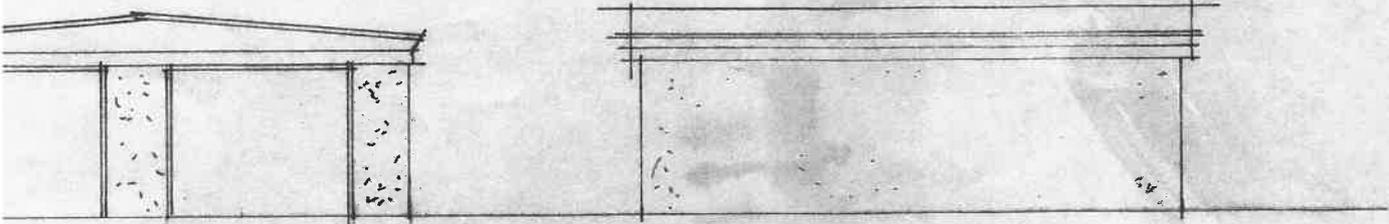
KIMBARK

PONDEROSA

IN

OUT





ELEVATIONS OF PROPOSED GARAGE SCALE 1:100

Dave Atkinson Poulton Architectural Structural PLANS PAS PLANS 10 Cottam Place Poulton le Fylde FY6 7RE tel or fax 0253 883552	
Client MR. MRS P. M. METCALFE	
PLANS IN SUPPORT OF PLANNING APPLICATION For CHANGE OF USE	
KIMBARK PEEL HILL. BLACKPOOL	
Drawing	122/02/94b

1465

M. M. M.

M. M. M.

GRAZING

Field drains area of dispersal to be decided after permeation test

OUTDOOR RIDING Paddock

Proposed septic tank

rainwater soakaway

PROPOSED KENNELS

fur drain

GRAZING

EXISTING STABLES

PROPOSED GARAGE

LOCATION 1:500 SCALE

KIMBARK

PONDEROSA

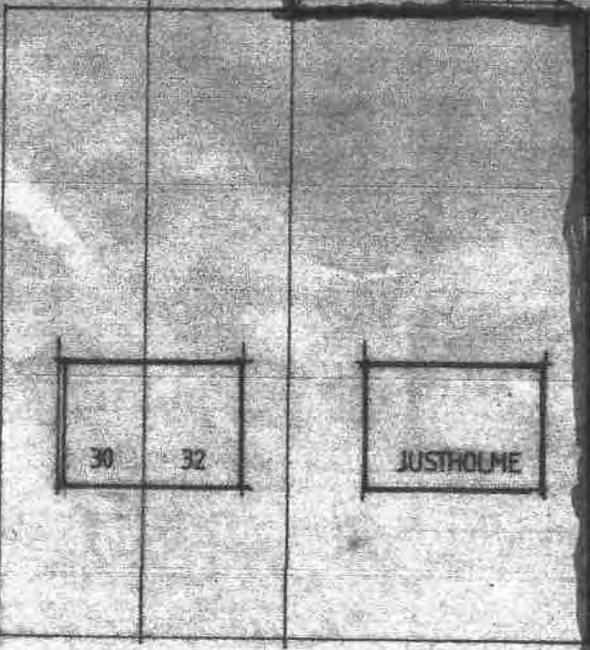
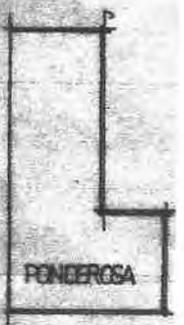
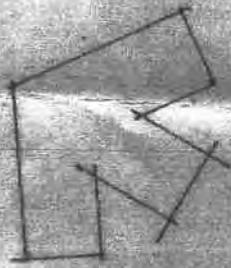
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OUT



FYLDE BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

REFUSAL OF PLANNING PERMISSION

Part 1- Particulars of application

Application reference no.5/94/0206

U.P.R.N. 03811/KIMBARK

Date application received 25.03.94

Applicant:

MR & MRS METCALFE
KIMBARK, PEEL HILL, PRESTON NEW RD
BLACKPOOL FY4 5JP

Location

KIMBARK, PEEL HILL, PRESTON NEW ROAD, WESTBY

Description

EXTENSION TO FORM KENNELS/CATTERY AND PRIVATE GARAGE

Part 2- Particulars of decision

The Fylde Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that PERMISSION HAS BEEN REFUSED for the carrying out of development referred to in Part 1 hereof for the following reasons:

- 01 The proposed siting of boarding kennels/cattery in this location, in close proximity to residential premises would give rise to unavoidable noise nuisance, thereby resulting in a detrimental effect on the residential amenity that the occupiers of those premises should expect to be able to enjoy within their dwellings and curtilages.

DATE:-25/05/94

Signed



Director of Planning and Technical Services
Council Offices
Derby Road, Wesham
PR4 3AJ

D ATKINSON
10 COTTAM PLACE
POULTON LE FYLDE
FY6 7RE



Dave Atkinson
 PAS PLANS
 10 Cottam Place
 POULTON-LE-FYLDE
 Lancashire FY6 7RE

Poulton Architectural Structural PLANS Established 1961

Telephone 883551 Fax: 883551

Mr & Mrs Metcalfe
 Kimbark
 Peel Hill
 Preston New Road
 BLACKPOOL
 Lancs
 FY4 5JP

3rd June 1994

Dear Mr Metcalfe,

Please find enclosed particulars of the planning application for:

*Single Storey rear Extension
 To provide Kennels*

This was refused on the 25th May 1994, for reasons set out by Fylde Borough Council.

When I received the refusal I contacted, Miss Ashley, at Fylde Borough Planning to enquire if a compromise to the scheme could be met, I was informed.

Although this area is semi rural, the proposed scheme is to close to residential premises and even if it was moved to the far corner of the site it would still be refused

If you are aggrieved by the decision of the Planning Authority, for refusal of Planning permission for the proposed development, you may appeal anytime within the next six months of the date of the enclosed notice, and obtain forms from.

**DEPARTMENT OF THE ENVIRONMENT
 REGIONAL OFFICE
 TOLLGATE HOUSE
 HOULTON STREET
 BRISTOL
 BS2 9DJ**

If requested. I will proceed to appeal for you, under your instructions. Unfortunately because refusal mentioned, the detrimental effect that the scheme would cause on the residential amenity. I feel an appeal will be of no advantage.

If you have any query's with reference to this application or the appeal, please do not hesitate to contact me by telephone or at the above.

May I take this opportunity to thank you for your most valued custom and assure you of my very best attention at all times.

Yours truly

Dave Atkinson

Eddie Graves

Subject: FW: Peel Hill Building Plans Enquiry 1 of 2**From:** [REDACTED]**Sent:** 06 June 2017 13:05**To:** PlanningPolicy <PlanningPolicy@fylde.gov.uk>**Subject:** Peel Hill Building Plans Enquiry 1 of 2[20170605_134741.jpg](#)[20170605_134750.jpg](#)[20170605_134803.jpgd](#)[20170605_134825.jpg](#)[20170605_134842.jpg](#)[20170605_134853.jpg](#)**Policy Dept****For the attention of Mr Graves**

The letters enclosed are to be put with the letter and plans I sent to Mr Graves on the 22nd of May by recorded delivery. Please note due to my email size limitations I have sent a further email with more relevant images. If you have any problem opening any of the attachments please let me know on receipt.

It is some of the related correspondence I have had with the policy department over the years which I was telling Mr Graves about on the phone recently, so you can see from them how amazed I was to find that I was not on the new plan, and that all the related correspondence had gone missing.

There is also a plan put in for several detached houses with my land and 40 Peel Hill more recently.

There are two detached houses built in a small space at the end of Peel Hill, which is actually situated in a very dangerous spot due to the amount of car crashes into the road barriers from cars coming off the M55 roundabout in that area.

1469

My property is facing the opening to Peel Hill and would make sense to build a small close where it is quiet and not creating more cars travelling up the close.

You will see from the plan enclosed we are a brown site.

I would like an appointment to see Mr Graves to discuss this matter.

I look forward to hearing from you,

Yours Sincerely

Margaret Metcalfe

Dave Atkinson

Roulton Architectural Structural PLANS

PAS PLANS

10 Goffham Place

Roulton le Fyde FY6 7RE

tel or fax 0253 883557

Client

MRS P. M. METCALFE

PLANS IN SUPPORT OF PLANNING APPLICATION

For

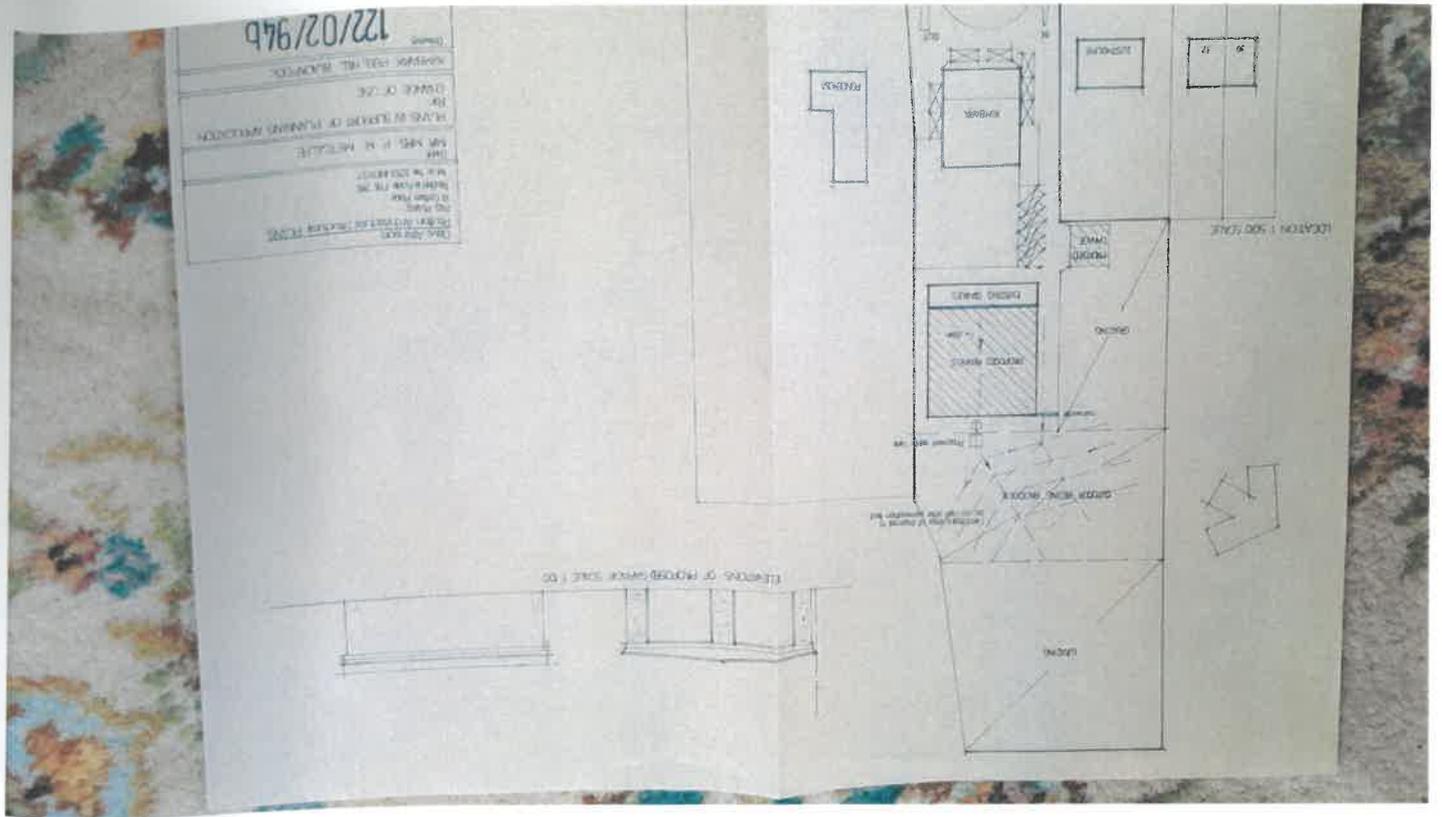
CHANGE OF USE

KIMBARK PEEL HILL BLACKPOOL

Drawing

122/02/94b





1472

Name and address of applicant

Name and address of agent (if any)

Mrs. M. Metcalfe,
"Kimbark"
Peel Hill,
Preston New Road,
BLACKPOOL.
Lancs.

Part I - Particulars of application

Date of application:

28th February, 1975.

Application no.

5/75/170

Particulars and location of development:

Change of use to Riding School and Stabling at "Kimbark", Peel Hill, Preston New Road, Peel.

Part II - Particulars of decision

The Fylde Borough Council

hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that **permission has been refused** for the carrying out of the development referred to in Part I hereof for the following reasons:

Traffic on the A583 is particularly heavy and fast moving, especially during the summer months and the periods of the Blackpool Illuminations. The increased turning movements, in close proximity to the Motorway roundabout, which would result from the proposal would inevitably lead to an increase in danger for traffic by reason of turning and standing vehicles on the main carriageway.

Even one or two additional vehicles turning on the carriageway in order to gain access to premises would be an increased source of danger to traffic.

Pedestrian activity along and across the A583 would increase as a result of the proposed development, thus further increasing the risk of accidents.

The change of use would tend to nullify the benefits gained by recent improvements to the A 583.

If such a proposal was permitted in these circumstances, it would be very difficult to resist proposals of similar character along the road, which would increase still further the objectionable effect on traffic.

7th May, 1975.

in Hall,
St. Annes.

Extract taken from Strategic 1473 using Land Availability Assessment (SHLAA) base date 31st March 2012.

Site Property	BP05	Greenfield/Brownfield	Hazardous Risks	N/K
Address	Land south of M55 & east of Peel Hill, Peel		Pollution or Contamination	N/K
Description	Fragmented site comprising a mix of uses including caravan parks, farm, residential & agriculture		Flood Risks (Zone)	Zones 1 & 2
Reference	E 335776 N 433121		United Utilities - Water Mains/Wastewater issues	Surface water disposal is a big problem
Ownership Details	Applicant : Kensington Developments Ltd, 94 Park View Road, Lytham/Owner : Autotune Ltd, 141 Newton Drive, Blackpool, FY3 8LZ/LDF Contacts : Kensington Developments Ltd, 94 Park View Road, Lytham/M Metcalf, Kimbark, Peel Hill, Peel		Ecological Constraints	N/K
Status	DPLDF/PPG/SE		Livability: Environmental Conditions for Prospective Residents	Good, but sustainability issues
Planning Permission Status	Current O/L planning application on former Clock Garage, Preston New Road (1/1847) - Granted permission S.106 Agreement not yet signed. Previous application refused permission		Effect on Landscape/Townscape	Visual improvement along Preston New Road frontage, but impact visually from Peel Hill roundabout
Area	41.072	Dwelling Yield 739	Agricultural Land Classification	Grade 2 & 3
Site 7a : Suitability		Net Developable Area 60% x 30	LCC Archaeology Notes	Prehistoric & Medieval potential - some investigation commissioned.
Local Plan Policies	Countryside Area		Conclusions Reason	Potentially suitable for housing/mixed development
Urban Settlement Boundary	No		Conclusions on Stage 7a	Settlement Extension-Potentially Suitable
Assessment	Yes - possibly off roundabout on Preston New Road, also via Kimbark, 38 Peel Road		Deliverability Comments	
Highways Agency - Traffic Impact at Strategic Road Network (SRN)	Likely impacts may require mitigation >100 two way trips at the SRN		Availability	

M Metcalf
Kimbark
Peel Hill
Peel
Blackpool

Unique Ref No:

Your Ref:

Please Ask for: Planning Policy Team
Telephone: 01253 658418
Email: planningpolicy@fylde.gov.uk

Date: 29th May 2013

Dear Sir/Madam,

Fylde Local Plan and Community Infrastructure Levy (CIL) Viability Study

The Council has appointed URS and HDH Planning and Development to undertake an assessment of the viability of the emerging Local Plan and the potential for a Community Infrastructure Levy. Their work will ensure that development is not subject to such a burden of policy requirements as to render it unviable and to prevent the delivery of the Plan's objectives.

It is important that representatives of the development industry are involved in this process and that there is a broad consensus as to the methodology and assumptions of the study.

The purpose of this letter is to invite you to a consultation event 14.00 – 16.30 on Thursday 20th June, at Fylde Rugby Club.

Cumulative impact of the Council's emerging planning policies

The study will consider the costs of the Council's emerging planning policies. These policies include a variety of requirements, e.g. the proportion of affordable housing. This plan wide viability work will form part of the Council's evidence base and it will provide a high level assurance that the cumulative policy requirements in the submitted Land Plan are viable.

Key to assisting in the test of plan viability is the provision of good quality information provided by landowners, site promoters and development professionals.

Site specific viability testing

In addition to testing the viability of the plan, the Study will also test the specific proposed strategic site allocations. These sites will be included in the Local Plan Preferred Option, the public consultation for which is intended to begin on 27 June. At this stage in the process it is important to assess whether the proposed sites will deliver future development requirements in line with the anticipated trajectory to 2030 – if they are not it may be necessary to seek alternative sites.

Community Infrastructure Levy

The viability study will also be looking at whether or not there is the capacity in the district

Mrs Metcalf
Kimbark, Peel Hill
Westby
Blackpool
FY4 5JP

Our Ref:

Your Ref:

Please Ask For: Fiona Riley

Telephone: 01253 658419

Email: fiona.riley@fylde.gov.uk

Date: 22 July 2013

Dear Mrs Metcalf

Fylde Local Plan to 2030: Part 1 – Preferred Options

Following our conversation, please find enclosed extracts taken from the above document concerning development proposal at the Blackpool periphery. I also enclose a summary leaflet and a CD containing the full document with supporting documents.

Strategic Housing Land Availability Assessment (SHLAA)

The Council is required to produce and update annually a Strategic Housing Land Availability Assessment (SHLAA). The study examines the amount and location of land which is potentially suitable for housing development over the next fifteen years. The study is part of the evidence base which will underpin the preparation of the Fylde Local Plan.

It is very important to recognise that the SHLAA is not itself a plan or policy document and will have limited weight within the planning application process. For example, the inclusion of a site as 'developable' in the SHLAA does not necessarily mean that it will obtain planning permission for housing. Conversely, the fact that sites may be considered as 'unsuitable' or 'not developable' within the SHLAA would not necessarily mean that planning permission for housing would be refused, particularly if new information is brought forward as part of the planning application process. This is because the degree of consideration and detail undertaken in respect of a planning application would be much greater than the assessment of sites undertaken within the SHLAA process.

Extracts taken from the Strategic Housing Land Availability Assessment (SHLAA) 31st March 2012 for the Blackpool boundary are enclosed for your information.

I hope this is of assistance, please do not hesitate to contact me if you require further assistance.

Yours faithfully,



Fiona Riley

Planning Policy Officer



M Metcalf
Kimbark
Peel Hill
Peel
Blackpool

Unique Ref No:

Your Ref:

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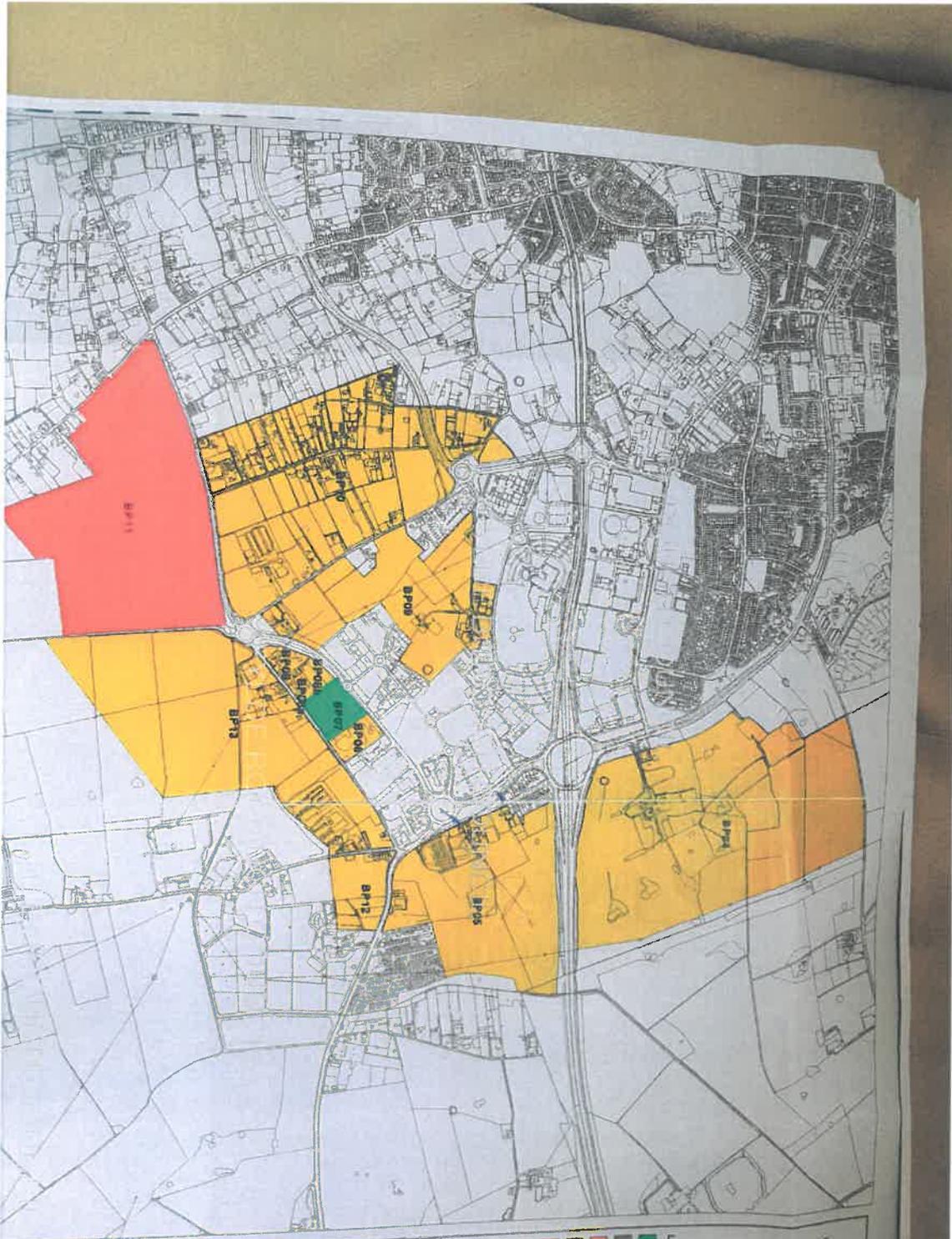
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Town Hall, Lytham St. Annes, Lancashire, FY8 1LW
Telephone: 01253 658658 Fax: 01253 713113 Web: www.fylde.gov.uk



(© Crown Copyright and Ordnance Survey (2007))
 The SHLAA is a technical study / inclusion of a site does not indicate and for development, nor does it mean that it will obtain planning permission for forestry

- LEGEND**
- Deliverable
 - Development / SE - Potentially Suitable
 - Not Currently Developable
 - Small Site
 - Unsuitable
 - Settlement Boundary
 - Development Complete

SHLAA Definitive Sites
 BLACKPOOL BOUNDARY
 (PEEL)
 Base Date 31 March 2012

FYLDE BOROUGH COUNCIL
 Development Services
 Town Hall
 St Annes
 FY8 1LW

Scale
 0 80 160 240 320 400 m
 Date: August 2012



Mrs Metcalf
Kimbark, Peel Hill
Westby
Blackpool
FY4 5JP

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Yours faithfully,

A handwritten signature in black ink, appearing to read 'F. Riley', is written over a faint, large watermark of the Fylde Council logo.

Fiona Riley

Planning Policy Officer

Item

Potential for
or and its

Item

Item

MSS

continue to
to local

Item into

provision

Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
H3 - Former Forum, Hickley Cemery Shedding	Planning application submitted for development AM housing Site is identified in the SHLAA as developable	Brownfield site blackpool and St Annes town centres and water services are readily available by public transport in close proximity to important wildlife areas	Rail and tram access Copenhagen created by the development could be improved with developer funded measures	That the site be included in the Local Plan	Due to strong demand development at this site development could start in 2014 and be completed by 2015
H4 - Land at Peet (housing)	Site is identified in the SHLAA as potentially suitable	Good sustainability score in close proximity to employment at Skelton The surrounding areas including the railway open between the townships and the site is vulnerable from contaminants and noise Development of the site would have a positive effect on SHELTON township and would impact on the site from adjacent development	Development at junction of the MSS and required 440 car spaces Foot path 275m and there are no paths in the area	That the site be included in the Local Plan To meet development in this area could have negative impacts on the surrounding townships. Own the site will be included from the town area along with the physical barriers and noise impact will be in the local authority control of the potential housing site in 2014 area	Nil

SITE + TOPICS

POTENTIALLY
"GOOD NEWS"

"BAD NEWS"

FYLDE BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Part 1- Particulars of application

Application reference no.5/94/0791

U.P.R.N. 03811/KIMBARK

Date application received 16.11.94

Applicant:

MR & MRS METCALFE
KIMBARK, PEEL HILL
PRESTON NEW ROAD

Location

KIMBARK, PEEL HILL, PRESTON NEW ROAD, WESTBY

Description

PROPOSED DOUBLE GARAGE - RESUBMISSION OF APPLICATION NUMBER 5/94/0206

Part 2- Particulars of decision

The Fylde Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that PERMISSION HAS BEEN GRANTED for the carrying out of development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:

- 01 The development must be begun not later than the expiration of five years beginning with the date of this permission.
- 02 The garage(s) shall be used as a private garage(s) only and no trade or business shall be carried on, in or from the building.

Reasons

- 01 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 02 To safeguard the amenities of the neighbourhood.

DATE:-20/12/95

Signed

Director of Planning and Technical Services
Council Offices
Derby Road, Westham
PR4 3AJ

MR & MRS METCALFE
KIMBARK, PEEL HILL
PRESTON NEW ROAD
WESTBY
FY4 5JP

Eddie Graves

From: Joe Chabba <[REDACTED]>
Sent: 23 August 2017 14:25
To: PlanningPolicy
Subject: Land at Madhuban cropper road north is brownfield should be considered for 10-15 houses.

Dear Sir,

With all due respect further to your email and phone conversation I have put the fact forward time and time again in the last twenty five years Fylde policy planning Fylde Brough, and public Inquiry 2001 fact were put (objection were raised) land at Madhuban cropper road north FY45LF 2 acres on size, how ever currently is restricted to small

2-3 bedroom bungalow with some out building dramatically reducing the re sale value.

The said site have got no other use, of any favourable, character, is not attractive or open, as such there would significant harm from its development.

Development of this site in that it will deliver housing in location that is not visually or isolated .

Further large A road namely the "A5230" progress way" was built circa 1990 encompassing the site to the south and east Boundary. This has resulted in massive Increase in traffic in CHGV along with other commercial vehicles and domestic traffic Has reduced the country side effect considerably.

Due to the increase in the road infa-structure the council have allowed several Industrial Park in the immediate vicinity, namely "Arkwright court" situated to the east of the site as well as a no of unit, flat, and living static caravan on Dicky lane only 3M from the site, new building and flats constructed as well living caravan, and on the other side three houses between Bomber lane and Progress Way, an other house flat, living caravan As well stable and other building constructed.

Further on cropper road have been turned in to housing estate, on cropper road builder Put the sign for sale than applied for planning and they got it.

As Said site is surrounded by the constricted aria 200M from M55 Junction 30M from Progress way roundabout full front to cropper road north and full side to dickes lane Are these development keeping with the term used Country side.

Surely such a double standard is not fair, Please don't keep on putting these email in dust bin.

Had these fact considered in the past At any time this site would have put farward For development, Allow me the same as the other so I can putt a planning application for ten or more houses, the said site has been brown land and is brown land has got no effect of country Side.

Kind regard J.K.Chabba.

Sent from the iPad of... Joe Chabba

[REDACTED]

[REDACTED]
Elswick
[REDACTED]



12th September 2017

Dear Sir/Madam

Consultation on Additional Evidence in Support of the Fylde Local Plan to 2032
Section 4 paragraphs 4.1 to 4.4 on page 10 and Annex 3 on pages 205 to 313.

Having read the additional evidence produced by Fylde Borough Council we wish to support Elswick's classification as a Tier 2 village in the Local Plan. Elswick is considerably smaller than any of the Tier 1 villages and is relatively remote compared to all the Tier 1 and most of the Tier 2 villages. This means that villagers have to travel moderate distances (at least six miles) for facilities such as secondary schools and supermarkets. The village's scoring in the various Settlement Hierarchy Assessments shows that the village has precious few facilities in contrast to the Tier 1 villages and even some of the Tier 2 villages.

It is clear from Fylde Council's submission that the Assessment undertaken in March 2016 reflected the bus services in the village at that time. Since then the bus services have actually reduced by 50% with the withdrawal of the 78 Poulton to St Annes service earlier this year. Whether or not bus services are included in the Settlement Hierarchy Assessment, Elswick scores very poorly and the evidence firmly dictates that Elswick should be assessed as a Tier 2 village.

Fylde Council has also provided an accurate response to the suggestion that Copp School should be included in the village's assessment. It is totally impractical to suggest that school children should be expected to walk 1260 metres along a busy road, with a single footpath which is a metre or less in width along most of the route.

Yours faithfully

[REDACTED]
Martin and Caroline Molloy

Yours sincerely



Debbie Baker
DIO Safeguarding

