

Development Control Committee

Meeting to be held on 3rd September 2014

Electoral Division affected: Fylde East
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**Fylde Borough: Application number. LCC/2014/0028
Demolition of existing building to allow construction of new single storey intensive support unit, including temporary construction access off Moor Street, fencing, access gates, 6x6m high lighting columns, 6x illuminated bollards, relocation of existing car parking spaces and landscaping.
Pear Tree School, Station Road, Kirkham.**

Contact for further information:

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DevCon@lancashire.gov.uk

Appendix A – Report to the Development Control Committee 9th July 2014

Executive Summary

Application - Demolition of existing building to allow construction of new single storey intensive support unit, including temporary construction access off Moor Street, fencing, access gates, 6x6m high lighting columns, 6x illuminated bollards, relocation of existing car parking spaces and landscaping. Pear Tree School, Station Road, Kirkham.

Recommendation – Summary

That planning permission be **granted** subject to conditions controlling time limits, working programme, access improvements, temporary access, wheel cleaning, protection of trees, landscaping, hours of working and building materials.

Background

This application for a new intensive education support unit for special needs pupils on land adjacent to Pear Tree School, Station Road, Kirkham was presented to the meeting of the Development Control Committee on 9th July 2014; the report is attached at Appendix A. The Committee expressed concerns about the proposed design of the building and its visual impact from Moor Street and resolved that the determination of the planning application be deferred to allow for further consideration of the design of the building.

Advice

The original proposal was for a building measuring 16.5m x 33m with a twin pitched roof to a maximum height of 5.2m. The elevations of the building would have been in red brick with white / cream render panels, a glazed panel on the south facing

elevation and white aluminium windows and blue external doors. The roof was proposed to be covered with dark grey metal sheeting.

To address the concerns of the Committee, the applicant has revised the design of the building. Whilst the building would have the same floor dimensions, the roof design has been amended so that it is now comprised of a traditional pitched roof which would be covered in Redland Cambrian grey slates (an artificial slate) to a maximum height of 5.3m. The walls would retain the same mix of red brick and white / cream render but there are some changes to the windows on the southern elevation so that they are more reflective of the window dimensions / styles found on the existing building. To add interest to the roof, two over hanging porch / canopy structures have been added to the east facing elevation.

The building would still be on the same alignment as previously proposed and would retain the same standoff distances to Moor Street. The building has been proposed in this location in order to retain sufficient space to extend the building to the north should this be required in future. The applicant considers that conversion of the existing building is undesirable as the children that would attend this school have special needs including significant disabilities and therefore a single storey building that is specifically designed to accommodate the needs of such children would provide a better teaching facility. Whilst it is acknowledged that the existing building does make some contribution to the street scene on Moor Street, the value of the building is not considered to be such that its retention is necessary.

The National Planning Policy Framework states that the Government places great importance on good design. The NPPF requires that LPA's should not seek to impose architectural designs or particular tastes and should not stifle innovation or initiative through requirements to conform to certain building styles. However, it is appropriate to promote or reinforce local distinctiveness.

The amendments to the design would provide a building with a more traditional roof structure and which would be covered in materials which would be similar to those used on the existing buildings in the area. It is acknowledged that some aspects of the design are of more modern appearance such as the use of render and the glazed panel. However, the upper storey of the existing building includes extensive areas of pebble dash and the rendered panels and glazing features would help to add interest into the elevations of the proposed building. The changes that have been made to the building are therefore considered to be acceptable and would produce a design that would respect the design of adjacent buildings and the street scene along Moor Street.

LCC Developer Support (Highways) has raised no objection to the application. The development is therefore considered acceptable in terms of highway safety subject to the conditions set out in the recommendation.

In view of the location, scale and design of the building, it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.

Subject to conditions relating to design and materials and the treatment of the Moor Street frontage of the site, the development is considered to be of an acceptable

design and complies with the policies of the NPPF and Policy CF1 of the Fylde Borough Local Plan.

Recommendation

That planning permission be **granted** subject to the following conditions:

Time Limits

1. The development shall commence not later than 3 years from the date of this permission.

Reason: Imposed pursuant to Section 91 (1) (a) of the Town and Country Planning Act 1990.

Working Programme

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:
 - a) The Planning Application and supporting statement received by the Director of Transport and Environment on 13th February 2014.
 - b) Submitted Plans and documents:
 - Drawing A101 - Existing and proposed site location plans
 - Drawing A201 - Proposed Site Plan
 - Drawing L100.03 - Tree Survey
 - Drawing A203 - Proposed General Plan

Amended drawings received on 16th June 2014

 - L100 08 Rev C Externals Context Plan
 - L100 013 Rev C Road Widening and Pedestrian Access Link

Amended drawings received 7th August 2014

 - Drawing A204 Rev A - Proposed Elevations
 - Drawing A202 Proposed Site Elevations
 - c) All schemes and programmes approved in accordance with this permission.

Reason: To minimise the impact of the development on the amenities of the area and to conform with Policies TR10, EP14, EP18, EP19, EP28, and CF1 of the Fylde Borough Local Plan.

3. The building shall not be brought into use until the highway improvements including the road widening and pedestrian footway provision shown on drawing L100 013 Rev C have been implemented.

Reason: In the interests of highway safety and to conform with Policy CF1 of the Fylde Borough Local Plan.

4. No development shall commence until details of the temporary construction access have been submitted to the Director of Planning and Environment and approved in writing. The submitted details shall include information of the location, dimensions and design of the temporary construction access.

The access shall be constructed in accordance with the approved details and used throughout the construction phase and on completion of which shall be removed and the boundary reinstated to its former condition.

Reason: In the interests of highway safety and visual amenity and to conform with Policy CF1 of the Fylde Borough Local Plan.

5. Measures shall be taken at all times during demolition and construction phase of the development to ensure that no deleterious materials are tracked onto the public highway by heavy goods vehicles leaving the site.

Reason: In the interests of highway safety and to conform with Policy CF1 of the Fylde Borough Local Plan.

6. No trees other than those shown as T1, T2, T7, T8, T9, T10, T11, T25 and T26 as shown on drawing L100.03 shall be removed as part of the development. All other trees and shrubs shown on drawing L100.03 shall be retained and protected from damage throughout the duration of the construction works.

Reason: In the interests of the visual amenities of the area and to conform with Policy EP18 of the Fylde Borough Local Plan.

7. No development shall commence until a scheme and programme for the design and landscaping of the external areas of the site has been submitted to and approved in writing by the Director of Transport and Environment. The scheme and programme shall provide for the following:-

- a) Details for the closure and restoration of the temporary construction access including reinstatement of the footway and rebuilding of the existing wall alongside Moor Street
- b) Details for the formation of the new pedestrian entrances from Moor Street including design and details of building materials to be used
- c) Details for the closure of the existing pedestrian entrance including building materials to be used.
- d) Details of the fencing to be installed along the frontage of the site including design and colour.

- e) Details of landscaping on the Moor Street frontage of the site including location of new trees and shrubs, sizes, types and numbers of species to be planted, planting methods and protection measures.
- f) Details of additional landscaping to enhance the boundary treatment between the application site and the adjacent health centre.
- g) Details of external lighting of the new car parking area including details of the height of columns, power of lights and details of measures to avoid lighting glare to adjacent properties.

The tree and shrub planting contained in the approved scheme and programme shall be implemented in the first planting season following the completion of the development and shall thereafter be maintained for a period of five years including replacement of failed plants, weed control and maintenance of protection measures.

Reason: In the interests of the visual amenities of the area and to conform with Policy EP14 of the Fylde Borough Local Plan.

8. No construction development, delivery or removal of materials shall take place outside the hours of:

07.30 to 18.00 hours Monday to Friday (except Public Holidays),
08.00 to 13.00 hours on Saturday.

No construction development, delivery or removal of materials shall take place at any time on Sundays or Public Holidays.

This condition shall not however operate so as to prevent the carrying out, outside of these hours, of essential repairs to plant and machinery used on the site.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy CF1 of the Fylde Borough Local Plan.

9. The building materials to be used for the external elevations and roof of the new building shall be those shown on drawing A204 rev A.

Reason: In the interests of the visual amenities of the area and to conform with Policy CF1 of the Fylde Borough Local Plan.

Notes

The applicant's attention is drawn to the possibility of European protected species (bats) being encountered during the demolition of the existing building. Should bats be discovered during such operations the applicant should contact Natural England for further advice.

The applicant's attention is drawn to the requirements of the Equality Act 2010 and the British Standards Institution Code of Practice for Design of Buildings and their approaches to meet the needs of Disabled People (BS8300:2009). The design of the building will also need to comply with Part M of the Building Regulations 2010. In the case of educational buildings, the applicant's attention is drawn to the Special Educational Needs and Disability Act 2001 and the guidance prepared by the Department of Education and Skills Building Bulletin 91 (Access for the Disabled to School Buildings) and Building Bulletin 94 (Inclusive School Design).

This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the County Council, as Highway Authority, must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Before any works to the access commence you should contact the Area Manager (Public Realm) [North] [address and telephone number see below] quoting the planning permission reference.

Area Manager (Public Realm) North: Hampson Lane, Hampson Green, Galgate, Lancaster LA2 0H7 Tel: 01524 752290

Local Government (Access to Information) Act 1985
List of Background Papers

Paper	Date	Contact/Directorate/Ext
LCC/14/0028	13/02/14	Jonathan Haine/Environment/534130

Reason for Inclusion in Part II, if appropriate

N/A