

Development Control Committee
Meeting to be held on 17th July 2024

Electoral Division affected:
Cleveleys East

Wyre Borough : LCC/2024/0010
Increase width of existing vehicle site access and provision of pedestrian access gate with footpath.
Ringway Tutorial Centre, Ringway, Thornton Cleveleys

Contact for further information:
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Brief Summary

Application – Increase in width of existing vehicle site access and provision of pedestrian access gate with footpath. Ringway Tutorial Centre, Ringway, Thornton Cleveleys

Recommendation – Summary

That planning permission be **granted** subject to conditions controlling time limits, approved plans and surface water drainage.

Applicant's Proposal

This application proposes widening an existing 4 metre wide site access by 2m on its northern side. A new pedestrian gateway would be formed to the south of the existing vehicular access and a new 2m wide tarmac pathway formed to adjoin the existing pathway to the front of the school buildings. The existing access drive would also be reconfigured and widened. A total area of 100.25 sq m of additional hardstanding is required as result of the proposals.

The existing 1.5m high vehicular access gates would be replaced by new 1.5m high gates. The new pedestrian gate would also be 1.5m high.

Description and Location of Site

The proposal is at Red Marsh School (Willow Campus), formerly known as Ringway Tutorial Centre, which is located on the west side of Ringway in a residential area approximately 1km north of Cleveleys town centre. The application site is a grass



strip located at the entrance to the school which is located on the northern boundary of the property.

The application site is bounded to the north by residential development, with further residential properties also on the opposite side of Ringway to the east. The school building and the grounds immediately adjoin Northfold Community Primary School to the west and south. The wider area is primarily residential in character, with single storey and dormer bungalows the predominant dwelling type.

History

The site is an established educational facility. The planning history of the site is as follows:

Planning permission ref 02/02/1262 - Provision of a pre-cast concrete minibus garage.

There are also a number of historical planning applications at the adjacent Northfold County Primary School.

Planning Policy

National Planning Policy Framework (NPPF) (December 2023): Paragraphs 11 - 14, 114 – 117 and 131 - 141 are relevant in terms of the presumption in favour of sustainable development, highway safety and sustainable transport and the need for high standards of design.

Wyre Local Plan (2011-2031) incorporating partial update of 2022

Policy SP1 Development Strategy
Policy SP2 Sustainable Development
Policy SP8 Health and Well-Being
Policy CDMP1 Environmental Protection
Policy CDMP2 Flood Risk and Surface Water Management
Policy CDMP3 Design
Policy CDMP4 Environmental Assets
Policy CDMP6 Accessibility and Transport

Consultations

Wyre Council: No comments received.

Lancashire County Council Highways: No objections. The proposed development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

It is requested that tactile paving and a dropped kerb is provided to offer a safe crossing for pedestrians. The yellow line marks will need to be extended around 10 metres past the junction which would result in them extending further past the front of the adjacent property.



Representations: The application has been advertised by site notice and neighbouring residents informed by individual letter. One letter of objection has been received making the following comments:

- There has been damage to their property as a result of recent renovation works.
- A metal container has been placed next to their boundary fence.
- They were not advised that Red Marsh would be taking over this building- why were residents not consulted?
- The proposal would lessen the amount of parking outside their property due to the extension of the yellow line that will need to be in place.
- High sided vehicles will have a direct view into their property, one of which is a bedroom and one is a bathroom.
- Lighting is on constantly during the night and shines directly into their property. Why is this necessary? Northfold next door do not keep lights on. A complaint has already been made about this but no response has been received.

Advice

The proposed development is located at Red Marsh School Willow Campus which caters for children aged 2-19 with special educational needs. The younger children are taught at this campus, with older children at Holly Campus (located on Holly Road, Thornton Cleveleys). Pupils have a wide range of needs, including Moderate Learning difficulties (MLD) Severe Learning Difficulties (SLD), autism (ASD) and Profound and Multiple Learning Difficulties (PMLD).

The applicant has provided the following information in support of the application:

- The site access driveway serves two schools, Northfold Primary and Red Marsh Willow Campus.
- Currently the roadway allows only one vehicle in and out at a time as there is insufficient width to enable 2 vehicles to pass each other. As the current layout only allows one vehicle at a time in and out of the site, the remaining vehicles are forced to wait on the road outside the school. In an attempt to try and avoid traffic congestion, pupil start and end times are staggered. However, as Red Marsh Willow Campus is a Special Educational Needs setting, the majority of pupils arrive and leave school by either private taxi or via Lancashire County Council Transport adapted minibus, to suit individual transportation needs.
- Whilst the proposed works will not remove this issue completely, it is envisaged that the provision of a wider access will improve the situation as it will increase the flow of vehicles in and out of the car park and so will assist in reducing congestion in the area.

Neighbour Amenity



Policy CDMP3 of the Wyre Local Plan sets out how development should achieve good design. All development must be designed to respect or enhance the character of the area and minimise energy consumption having regard to issues, including density, siting, layout, height, scale, massing, orientation, landscaping and use of materials.

Furthermore, policy CDMP3 states that development must not have an unacceptably adverse impact on the amenity of occupants and users of surrounding or nearby properties and must provide a good standard of amenity for the occupants and users of the development itself.

The impact of the proposals on the amenity of local residents is a key consideration, in particular loss of privacy and increased noise and disturbance. However, a number of the concerns raised in the letter of objection do not relate to the proposed development and are not material planning considerations.

The nearest residential property to the proposed development is no. 123 Ringway. This is a dormer bungalow that has a number of windows in the south facing elevation looking onto the application site and existing school entrance and grounds. These windows include a dormer window in the roof, an entrance porch and two ground floor windows, one of which (to the front) is obscure glazed. The ground floor windows in the side elevation of the adjacent bungalow are approximately 2m from the northern boundary of the application site. There is a wall and fence approximately 1.8m in height along the boundary.

The proposed development would result in the school driveway moving 2m closer to the boundary with the adjacent property. The concerns of the neighbouring resident are noted. However, given the location of the existing access and the existing use by vehicular traffic it is considered that it would be unreasonable to refuse the proposal on the grounds of impact to neighbouring residents. It is considered that the proposals would not give rise to any increase in vehicle movements that would warrant refusal of the proposals.

Furthermore, the provision of a vehicular access that would be sufficiently wide to allow two vehicles to pass would reduce the probability of vehicles standing or waiting on the driveway, thereby reducing the likelihood of overlooking into the neighbouring property.

The formation of a new pedestrian access point to the south of the existing driveway could result in an increased in the number of pedestrian movements in this location, in closer proximity to the neighbouring residential property. However, pedestrians at present can use the existing vehicular access and the existing pedestrian access gate that is approximately 20m to the south of the new proposed access. The change arising from the proposed new gateway is not considered to be so detrimental as to warrant refusal of the proposals.



The proposals are considered to be in keeping with the existing use of the site as a school and would have limited visual impact. There would be very limited views of the proposals from outside of the site and they would be viewed against the existing backdrop of school buildings. The proposal would therefore not appear so visually incongruous or prominent as to warrant refusal of the proposals.

The proposed development is therefore acceptable in terms of visual amenity and impact on residential amenity in accordance with the National Planning Policy Framework (NPPF) and policy CDMP3 of the Wyre Local Plan.

Highway Safety

Policy CDMP6 of the Wyre Local Plan states that development will be permitted where safe and adequate vehicular, cycle and pedestrian access to and from and circulation within a proposal site would be provided.

The letter of objection raises concerns regarding the possible loss of off street parking outside of their home. At the present time parking restrictions apply outside of the school and do not extend in front of their property. Lancashire County Council Highways require the yellow line markings to be moved so they are alongside the new kerb line and extend for 10 metres on either side which would result in them extending further in front of the resident's property than at present. At present the parking restrictions prevent stopping between 8am-6pm Monday-Friday outside of the school for approximately 80 m on the west side of Ringway and 60m on the east side of Ringway, outside of the front of both schools. On street parking is freely available elsewhere and the adjacent property also has off street parking.

There are no objections raised from a highway safety perspective by the Council's Highway Engineers. It is considered that the proposed development is unlikely to give rise to any significant increase in vehicle movements to and from the application site. The proposal is intended to improve vehicular access to the school and reduce the potential for vehicles to queue onto the highway when entering and exiting the site.

Loss of Open Space

The part of the site that is to the south of the existing access drive is identified in the Wyre Local Plan as land that forms an Environmental Asset and therefore policy CDMP4 of the Local Plan is applicable. Policy CDMP4 seeks to ensure that development proposals protect and enhance the functionality and interconnectivity of Green Infrastructure as a whole. Proposals involving the partial or complete loss of land identified as such will not be permitted unless it is demonstrated that a number of criteria have been satisfied including the development can be accommodated without the loss of the function of the Green Infrastructure site, and the need for or benefits arising from the development demonstrably outweigh the harm caused, and the harm has been mitigated or compensated for so far as is reasonable.

A total of 67.5 sq m of grass within this allocation would be lost as a result of this element of the proposals. The areas of hard surfacing proposed are considered to be



relatively small and would not encroach into the areas of school grounds that are presently used as formal playing fields. It is therefore considered that the loss of open space would not be significant and that any loss is outweighed by the traffic benefits of the development. The proposal is therefore considered to be acceptable in terms of policy CDMP4.

Other matters

The application site is immediately adjacent to Flood Zone 2. The existing access and much of the Cleveleys area is within Flood Zone 2. It is proposed to construct the additional hard surfacing from tarmac, the same as the existing access and parking areas. As a minor development, standing advice from the Lead Local Flood Authority is applicable. The applicant has stated that a sustainable drainage system is to be used, but no details have been provided. This can be secured by condition.

The application was submitted prior to the introduction of mandatory biodiversity net gain being applied to small sites, therefore no biodiversity net gain is required.

Conclusions

Subject to the imposition of appropriate conditions the proposal would not give rise to any undue loss of amenity for neighbouring residents and would improve off street parking provision at the school.

In view of the size and scale of the proposed development it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.

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 received by the County Planning Authority on 5 February 2024.
 - b) Submitted Plans and documents:

Dwg. No. A-90-64-0002 rev. S2-C1 Site Access Location Plan



Dwg. No. A30-14-0008 rev. S2-C1 Existing Site Access
Dwg. No. A30-14-0009 rev. S2-C1 Proposed External Works
Increased Drive Width and New Pedestrian Access

Reason : To minimise the impact of the development on the amenities of the area and to conform with Policies CDMP1 and CDMP3 of the Wyre Local Plan (incorporating partial update).

3. Prior to the commencement of development, details of a sustainable surface water drainage scheme shall be submitted to and approved in writing by the County Planning Authority. The drainage schemes must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations)

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The approved drainage systems shall be implemented in the construction of the multi use games area.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

4. The radius kerb lines on either side of the new access point shall incorporate dropped kerbs, tactile paving and solid yellow 'no parking lines'

Reason : In the interests of highway safety and to conform with Policy CDMP3 of the Wyre Local Plan.

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

Paper	Date	Contact/Directorate/Ext
LCC/2024/0010		Helen Ashworth/Planning and Environment/01772 530083

Reason for Inclusion in Part II, if appropriate

N/A

