

Minutes of the Planning Committee Meeting held on Monday 4th December 2023

Present: Councillor K McKay (Chair), Mrs C Thomas, Mrs L Willis, Mrs J Atherton, Mrs D Dickinson, T Fiddler, Mrs N Griffiths, Mrs P Mulholland.

- 1) **To accept Apologies for Absence.** - Mrs N Whalley – Holiday. Mrs F C-Wilson – Sick'
It was resolved to accept the reasons for absence.
- 2) **To record declaration of interest from members in any item to be discussed.** – None
- 3) **Public participation** - None
- 4) **The following applications were reviewed:**

App. No.	Location	Description	Decision
23/0746	10 Kirkham Road South of Bypass Freckleton Preston PR4 1HT	Change of use from sandwich shop (class e) to hot food take away (sui-generis)	Freckleton Parish Council support this application
23/0759	Land to West of Naze Lane East Naze Lane Industrial Estate Freckleton Preston PR4 1UN	1) Erection of two buildings to provide a total of 12 employment units for use as general industry (b2) or storage and distribution (class b8), with associated vehicular access from Naze Lane East and car parking arrangements.	See comments below.
23/0768	29 Ribble Avenue Freckleton Preston PR4 1RU	Single storey rear extension	Freckleton Parish Council support this application but have noted the possibility of light reduction to the adjoining property
AOB	To discuss the parish neighbourhood development plan.	It was discussed and agreed that the chairman would draft a handbook containing general information on the future planning and development in Freckleton.	The handbook content will be reviewed at the next meeting.

Signed.....P Mulholland, Chairman.....

Date...08/01/24.....

Comments on Plan 23/0759

As this plan represents an application for modifications/additions to an existing industrial designated site, the Parish Council would not object on this principle. However, for this application the PC must raise concerns that provide reason for rejection, mainly because so much required information is missing. These are detailed below.

The PC have concluded that they cannot support this application and must refuse this application.

THE EXISTING USE

The proposed site of these units is located on land one of which (to the East) is known to have been contaminated, not as claimed in the application. It was previously occupied by a commercial garage engaged in breaking motor vehicles. The site is suspected to contain many kinds of waste from this operation including asbestos, heavy metals, hazardous petrochemicals, etc. The site has been derelict for some years since the abandoned loose rubbish was cleared. The evidence for contamination is that nothing grows over a large area of the most eastern site.

Sequence 2078

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The site is unoccupied as described above. Nowhere on this application is the possibility of contamination owned or mitigated and soil samples should be taken to prove the site is clear or appropriate reclamation instituted.

There is no specification for emergency fire exits anywhere in these structures.

The plan suggests 22 vehicle spaces, but without defining the nature of the operations. Is that 2 per unit less 2? Where could any delivery or dispatch vehicles be accommodated? Where would any additional vehicles be located? There is already a major issue of parking associated with the site.

FLOOD RISK / DRAINAGE

There is inadequate information re flood risk and drainage. The Industrial Estate already has a history of flooding and the established drainage system is totally inadequate for the development already in place.

It is served by an antiquated combined system for surface and sewage effluents which services Freckleton village, comes under the Warton airfield down Naze Lane East to this site. This has recently overflowed resulting in damage to domestic (Crescent) properties by this mixture of foul waste and sewage.

The application denies any increase in flood risk, and the section on surface water disposal has been left blank. Similarly, re foul sewage the response is 'unknown'.

No waste storage or disposal detail are provided or allowed for in the site plan.

How can it be known there will be no trade effluents? There is no specification of any particular function for any of these units. but provision should be included.

FURTHER OBSERVATIONS

Hours of operation should be consistent with B2/B8 and be limited accordingly. There is no provision for screening made, which will be essential when close to residential properties.

The height of these structures significantly exceeds that of Units 2 and 4. Can these really be described as single storey? There may be an airfield safety issue, especially bearing in mind BAE's comments to insist on the storage units at Naze Lane Garage be in a single layer. Airfield regulations will undoubtedly be infringed. The plans for Unit 2 03/1129 and 03/609 initially showed an objection from MOD. Unit 2 appeared subsequently to have been granted despite no further comment from MOD.

The land belongs to Polytank.

GENERAL SITE ACCESS & UTILITIES ISSUES

The question of access to this site and lack of infrastructure is a prominent argument, and one which keeps cropping up with every application on this side of the airfield. The access road, Naze Lane East (and indeed all through the village) is narrow and unsuitable for the amount traffic it has to carry. It cannot support such demands. There is no street lighting, no footway for most of the distance from Green Lane other than a limited narrow stretch part of the way.

From Stoney Lane junction the 'road' is a brick laid farm track with a layer of tarmac, nothing more. Vehicles are continually squeezing into the hedge because space is so limited, and the flimsy surface is failing.

There have been recent incidents requiring urgent access for fire units. Lancashire Fire and Rescue Service have immediately placed requirements on this plan which include water supply possibly over and above what may be available on the existing installation. Water to this area of the Naze comes via a main running under Warton Airfield, which would probably need upgrading for compliance.

Planning.

It is known that Polytank already draws an electricity load which is at or close to the limit of the installation, and there have been a number of power failures. This fact may contribute to the tendency (already mentioned) to operate processes outside of the formal hours of this Industrial Estate, in order not to overload the system.

The power supply to this part of the Naze again is via a conduit under Warton airfield. To upgrade this will be no trivial matter.