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# GREENHALGH-WITH-THISTLETON PARISH COUNCIL

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Planning at Fylde

Copy for Mike Atherton

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13/0655 – Full Planning application – 6,000 capacity football stadium, 11,431m<sup>2</sup> warehouse and distribution centre (Class B8), 1,518m<sup>2</sup> neighbourhood retail store (Class A1), internal spine road with access from A585 roundabout, associated parking, landscaping, drainage and infrastructure.

Outline planning application (access, layout and scale sought with other matters reserved) – 6,015m<sup>2</sup> sports science building with multi-use indoor sports, 5 x outdoor floodlit pitches, petrol filling station 785m<sup>2</sup> non-food bulky goods retail unit (class A1), hotel (Class C1), pub/restaurant (Class A4), drive thru restaurant (Class A3/A5)

The Councillors of Greenhalgh with Thistleton Parish Council strongly object to the above application being approved for the reasons detailed below;

### Full planning application items

The signature item in this application, a 6000 spectator capacity **football stadium**, is based totally on a hypothetical dream of the clubs owner. AFC Fylde is a team playing in an amateur division well below the level of the Football League and achieves an average spectator attendance for each match of less than 400. Even if they were to have a rapid promotion through the divisions it would be several years before they would reach the lowest Football League division and even then a typical spectator attendance of such matches would be in the order of 2000. Therefore the requirement for a 6000 spectator capacity stadium is completely unjustified particularly as the team currently plays in a stadium that can cater for >2000 and has all the necessary facilities.

The proposed **B8 Warehouse and Distribution Centre** is earmarked for an existing company which wishes to improve its facilities however the new facility would not create any new employment as the current workforce would just relocate. There are likely to be several existing unoccupied facilities that could be used thus the new facility is not justified.

The addition of a **Retail Store** on this site would have a serious impact on the stores in Wesham and Kirkham and would risk the loss of stores which are vital to people unable to access an out-of-town store, not to mention the addition of more empty stores within the community.

2014

Outline application items

There are no obvious requirements for any of these four sports based items, **Sports Science Building, Outdoor Full Size Sports Pitch, Multi-use Floodlit Artificial Training Pitch** and **Three All-weather Floodlit 'five-a-side' Pitches** given that there are excellent sports facilities at the Ribby Village and Carr Hill School is currently pursuing a school/community project to create just the facilities proposed above. Given that these facilities are only ~2 miles from the site there is no justified reason for further facilities.

There is a twelve (12) pump petrol filling station that has recently been totally refurbished less than one mile from the proposed site so there is no justification for another **Six Pump Petrol Filling Station**.

In the same way as the Warehouse a **Non-food 'bulky' Goods Retail Use** could likely be sited in one of several existing unoccupied facilities. Also as for the Retail Store any new facility would impact on similar facilities already existing in Wesham or Kirkham.

A **63 Bed Hotel** would be in competition with an existing hotel less than one mile from the proposed site but more importantly adjacent to the M55 Motorway thus more likely to attract residents.

There are numerous take-away establishments in Wesham and Kirkham so there is no justification for an out-of -town **Drive-through Restaurant** which encourages both obesity and littering of the surrounding area.

Similarly there are numerous public houses and restaurants in and around Wesham and Kirkham so there is no justification for another Pub/Restaurant. A similar establishment within a mile of the proposed site failed to survey and has subsequently been demolished.

Comments applicable to all the above application items

The proposed site is currently designated in the Local Plan as **Countryside** with a mixture of Best and Most Versatile Agricultural Land, Grade 3b Land and Woodland and importantly is outside the settlement of Wesham and Kirkham where this sort of development may be considered possible. It is unacceptable to lose countryside when sufficient brown field sites are available for use.

Both the stadium and warehouse are extremely large buildings, 65 feet and 40 feet high respectively and thus would have a significant **visual impact** on the surrounding area.

All the various buildings would create a major problem with **light pollution** in an area where currently there is very little unnatural light. The stadium in particular would have floodlights at the highest point and would thus be visible from a wide area well beyond the proposed site and this and the other floodlit pitches would create their pollution well

outside office hours as they would have to operate at those times to make financial sense.

In the same way the activities at each building would create a major problem with **noise pollution** in an area that is currently extremely quiet and again the noise would be during unsocial hours.

It is proposed that the **black water** (sewage) created from the buildings would be managed through an on-site facility however that could create a problem if the system used were to fail and discharge effluent into the local water course. Also the need for tankers to remove the waste would create additional unnecessary traffic whereas connecting to the existing mains sewage system, as with other sites further away, would remove this traffic and risk of an on-site system. The **grey water** (from showers, etc.) would also need to be treated before it is discharged into the water course.

Being a mixture of grassland and woodland the 14 hectares are self draining but if the development were to be completed that area would effectively be sealed and thus the **surface water** has to go somewhere. The main water course in the area is the Bradkirk Brook which runs just north of the proposed site however this brook runs under the A585 and thus its flow is controlled by the size of the associated culvert. Currently the brook is normally capable of discharging the local surface water but such an increase in the surface water as envisaged from the proposed site would result in the culvert stalling and thus land adjacent to the brook would flood. In addition given the materials to be used on the proposed site and spillage of vehicle fuel, etc. it is highly likely that the surface water from it would reduce the quality of the water flowing along the brook with the associated harm to the local flora and fauna.

The site is currently rich in **flora and fauna** including important species such as owls, bats and potentially crested newts and water voles, in addition to deer, foxes and buzzards with many of these species breeding there and hence this development would have a disastrous affect on the local environment.

The potential **car and HGV traffic** to and from the proposed site would significantly increase the flow onto the A585, a road that is incapable of handling the current demand which is to get worse with the traffic to and from the nearby new housing developments about to be built.

The **Public Transport** available to the proposed site is minimal having just an infrequent bus service. As a result the vast majority of people visiting the site would do so by car and yet the proposed amount of **car parking** appears insufficient and thus where are people to park without obstructing the main road alongside the site ?

Given the traffic flow on the A585 it is highly doubtful that anyone would risk accessing the proposed site as **pedestrians or cyclists** thus it would deter locals from the site who would not wish to use their vehicle, if they had one, for such a short inefficient journey.

As the site is proposed a **Public Right of Way** (footpath) would need to be altered, it cannot be closed, and while that is possible the activities and traffic on the site would significantly increase the risk to those using what is currently a very quiet footpath.

It is highly likely that many, if not all, the establishments on the proposed site would wish to have some sort of **signage**, probably illuminated, at the entrance or along the perimeter of the site thus further increase the visual impact of the development.

Despite the size of the proposed development there would not be a significant increase in **jobs** given that the sports facilities and warehouse would be staffed by those at the existing facilities.

As mentioned in the opening paragraph about the stadium and the lack of justification for the other proposed sports facilities there is a serious risk that if the development were approved these facilities may not be built which would open up the risk to additional establishments in the same category being approved in their place. Such as this would be a totally unacceptable way to destroy the existing site designated as countryside.

A handwritten signature in black ink, appearing to read 'Les Fragle'. The signature is stylized with a large initial 'L' and a long horizontal stroke extending to the right.

Councillor Les Fragle  
Vice Chairman  
Greenhalgh with Thistleton Parish Council