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12 June 2017

To: Councillors Elmes, Humphreys, Jackson, Maycock, O'Hara, Stansfield and L Williams

PLANNING COMMITTEE

Update Note and Public Speakers List

Please find attached the Update Note and Public Speakers List for Tuesday, 13 June 2017 meeting of the Planning Committee.

UPDATE NOTE AND PUBLIC SPEAKERS LIST (Pages 1 - 12)

Yours sincerely

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Planning Committee:

13 June 2017

Planning Application Reports – Update Notes

Listed below are changes to the planning reports made as a result of additional information received since the publication of the agenda for this meeting.

Case: Year:	Address:	Update:
17/0011	WINDMILL SERVICE STATION, PRESTON NEW ROAD	<p>Head of Highways and Traffic Management</p> <p>- Comments on the amended plans</p> <p>The internal layout is better and improves connectivity between the existing and proposed site.</p> <p>The controlled right-turn into the site is acceptable and the scheme proposed can be supported in principle, obviously the scheme will have to undergo a detailed design, technical approval etc which can be dealt with as part of the S278 process.</p> <p>In response to the table detailing staff travel modes to and from sites of this nature, this does not take into account potential pedestrian movements of customers to the proposal site. Preston New Road is a key corridor in and out of Blackpool, and due to its connectivity with the Motorway network and volume of traffic that uses the road, the junction with Clifton Road is difficult to negotiate by foot. This is about the safety of future staff and customers (whose mode of transport will be by foot) and due to this I consider it necessary to introduce formal pedestrian facilities on the southern arm, at least, which is where the desire is likely to be. If this can be incorporated as part of the proposed controlled right-turn scheme, together with a review of the staging of the junction and junction validation, the scheme can be supported by Traffic and Highways.</p>

		<p>The drawing will need to be amended and agreed prior to the item being considered by the Planning Committee.</p> <p>Something that has been flagged by a colleague is the forced left-turn for the neighbouring site, where the car boot sales takes place. The layout proposed will restrict movements and this element of the scheme will need to be reviewed. Also, what discussions have been had with the owner/occupier of the adjacent land in relation to this scheme?</p> <p>Agent's response</p> <p>Our project team has now reviewed the response and we are pleased that you are able to accept our revised access arrangement into the site.</p> <p>However, the comments set out in regard to the requirement for a formalised pedestrian crossing are not welcomed and we do not agree with the conclusion that has been reached.</p> <p>It is considered that the evidence we have provided adequately demonstrates that there will not be significant staff pedestrian movements to a development of this type. In addition, as the proposal is for a drive-thru coffee shop, which will function as a part of a roadside service area in conjunction with the existing Petrol Filling Station, it is clear that the proposal will not attract significant pedestrian trips, and we have not seen any evidence to suggest otherwise.</p> <p>In this context, it is not considered that the Council's request for a formalised pedestrian crossing adheres to the requirements of paragraph 204 of the National Planning Policy Framework (NPPF), which states that planning obligations should only be sought where they meet all of the following tests:</p> <ul style="list-style-type: none"> • Necessary to make the development acceptable in planning terms; • Directly related to the development; and • Fairly and reasonably related in scale and kind to the development. <p>The formalised pedestrian crossing is not deemed to be necessary to make the development acceptable in planning terms, given that it has been evidenced that staff pedestrian trips to the facility will be minimal and given that the proposal is for a drive-thru coffee shop, which will</p>
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		<p>function as part of a roadside service area in conjunction with the existing Petrol Filling Station. In this context, it is not considered that the provision of a formalised pedestrian crossing is directly related to the development, given its role and function, which is designed specifically to attracting car borne trade.</p> <p>Furthermore, our Highways Consultant has advised that the costs associated with providing such as crossing, are likely to be in excess of £50,000. This would result in the development becoming unviable for my client to progress given that these costs are in addition to those that they will already be incurring in re-configuring the right hand turn into the site. In addition, there is no evidence to suggest that the proposal would attract significant pedestrian trips. This in turn, clearly demonstrates that the provision of a formalised pedestrian crossing is not fairly and reasonably related in scale to the kind of development proposed.</p> <p>The provision of a formalised pedestrian crossing in conjunction with my client's proposal, therefore fails all three tests set out within paragraph 204 of the NPPF. On this basis, my client is not willing to provide a formalised pedestrian crossing as part of their proposal.</p> <p>In light of my client's position, it is obviously now down to the Council to advise as to whether they still feel able to still support the application and this in turn, leads to the question of whether the crossing is ultimately needed to make the proposal acceptable in planning terms.</p> <p>We would suggest that this is not the case, and that any reason for refusal of the application forwarded on the basis that the proposal requires a formalised pedestrian crossing would not be upheld at appeal.</p> <p>Head of Highways and Traffic Management – recommends refusal of the application in the absence of a pedestrian crossing being provided</p> <p>Planning response- whilst the request for a pedestrian crossing facility at the existing traffic lights is understood, the payment and provision of any off site highway works as part of a planning permission is required to be proportionate and directly related to a need arising from the development itself to accord with the NPPF as set out by the agent above. In the absence of any quantification as to how many pedestrians may be attracted to this development, which is designed as a car borne facility</p>
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		<p>without a pedestrian link through the site from Preston New Road, requiring the provision of pedestrian crossing facilities from the applicant is not considered to be justified. It is also considered that if the application is refused and goes to appeal the Council will have difficulty in defending its position. Therefore on balance the recommendation to Committee remains one of approval.</p> <p>Separately, a letter has been received in objection to the application by Mr Steven Gratrix on behalf of the Windmill Park Residents Association. This document has been circulated by Mr Gratrix to all Committee members but is also appended to this Update Note to ensure all parties are aware of this representation.</p>
17/0118	LAND TO REAR OF CHAPEL HOUSE, CHAPEL ROAD, BLACKPOOL, FY4 5HU	<p>A letter outlining concerns from John Ashworth of Runnell Farm, Chapel Road was submitted by hand at the Planning Committee meeting on the 09 May 2017.</p> <p>The concerns raised are summarised below:</p> <ul style="list-style-type: none"> • Traffic calming measures should be within the scope of the application (and a future application for a basin to the north of the application site) • The traffic must be slowed down as the road is used by children and there are three riding schools within the vicinity. <p>The Head of Highways and Traffic Services has confirmed that the road isn't suitable for traffic calming measures. In addition it is felt that the scheme does not warrant traffic calming given the anticipated vehicle movements when constructed and we could not insist on them for the duration of the construction period.</p>



Windmill Park Residents Association

Dear Councillor Williams.

windmillra@yahoo.com

Re: Planning Application 17/0011.

I shall be addressing the planning committee on the 13th June 2016, 6pm, for the '5 minute' period to speak against this application.

I will be OBJECTING to this application on behalf of the residents as secretary of Windmill Park Residents Assn and as a resident.

I have registered a lengthy document of objection. I respectfully request that this be looked at and the other objections, not all from residents, Mark Menzies MP and Chief Traffic Officers report of March 2016. These all request the application to be refused.

As 5 minutes is a tight period to put all the salient facts forward:
I wish to clarify the following points:

The site is over Blackpool and Fylde boundaries.

Home numbers 1 and 2 are in Blackpool, these would be the entrance and exit point to the proposed COSTA.

The traffic to enter the 'Drive Thru' has to first drive through the garage forecourt and fuelling points! This is hazardous as it only takes 1-2 cars at the present to create back fill on to Preston New Rd (Chief of Highways letter March 2016).

The site has been licensed (documented) since 1961 including residential homes.

The homes are not rented or leased. They are owner owned.

The site has been leased to run as a business, not the homes.

The business lease holder is the site owner and the person ground rent is paid to.
The site owner can change every 10 year term. It does not mean we have to move.

The business lease is on a 10 year term per site owner. I am on my 3rd site owner, therefore, 30 years.

The site owner is not the land owner.

The land was sold to ELF/TOTAL, 1989, from Mr J Kirkham, Whyndyke Farm, with several covenants to maintain the site as is. Then ELF/TOTAL was purchased by

ESSO who are RONTEC. RONTEC became the land owners as a piece of their purchasing the 500 ESSO stations in the UK, not as a business.

The homes are band 'A' council Tax in both Blackpool and Fylde.

My Agreement under the Mobile Homes Act has permanent planning permission and is not governed by a lease. This document is a legal document. I will pursue this with my solicitor if the application is passed.

It would have been foolish for any home to be purchased knowing that you would have to 'go' after a maximum period of 10 years! My home has been here since 1984.

My documentation states I have a right to stay on the site indefinitely.

I am the youngest at 61 years.

We only discovered the question of our homes being demolished as a passing comment on the planning notification application itself as posted by the council.

All residents would require emergency housing from each council if the end result was to evict. All would need ground floor and 3-4 would require care homes as they are in NHS care packages, visited 3 times a day with outreach day care transport.

The surrounding area is having 1200 homes built and Berkshire homes are building homes on Clifton Rd.

The question of more homes are needed in the UK: seems strange that during this period of building 12 aged infirm people could be evicted to start again at 60-80 years old, with no funds, to make way for another COSTA outlet.

The garage already HAS a COSTA outlet in the shop. (Enclosed additional article on COSTA outlets). The council recently granted a COSTA outlet on Whitegate Dr (LIDL).

There are to-date 7 COSTA outlets within 2-4 miles of my home.

RONTECs application for a SUBWAY at the same garage was rejected because it would substantially be dangerous to traffic, this was only for 6 cars, and the COSTA is for 20++ cars.

The size of the new proposed site is irrelevant as the IN/OUT access is the same as it was for the refused 6 car plan and cannot be altered.

The 'T' junction is going to become a major 'X' road, 4 lanes East/West, to the new town and 8 lanes North/South. At present some, 11500-13000 vehicles per 24 hour period pass the ESSO garage.

I will end here as I wished to bring to your attention the importance of our homes 'v' coffee.

I feel it is important Blackpool refuse the application as it halts the Fylde application as there would be no access to the COSTA, it would be a 'land locked' parcel of land.

I respectfully and with good grace request you OBJECT and REFUSE this planning application

I look forward to addressing the committee and if allowed to answer any questions.

Steven Roy Gratrix. (Secretary)
3 Windmill Park
Preston New Rd
Blackpool
FY4 4XQ

S. Gratrix 4/6/17

We're drowning in coffee shops: spa town fury as their ELEVENTH Costa opens



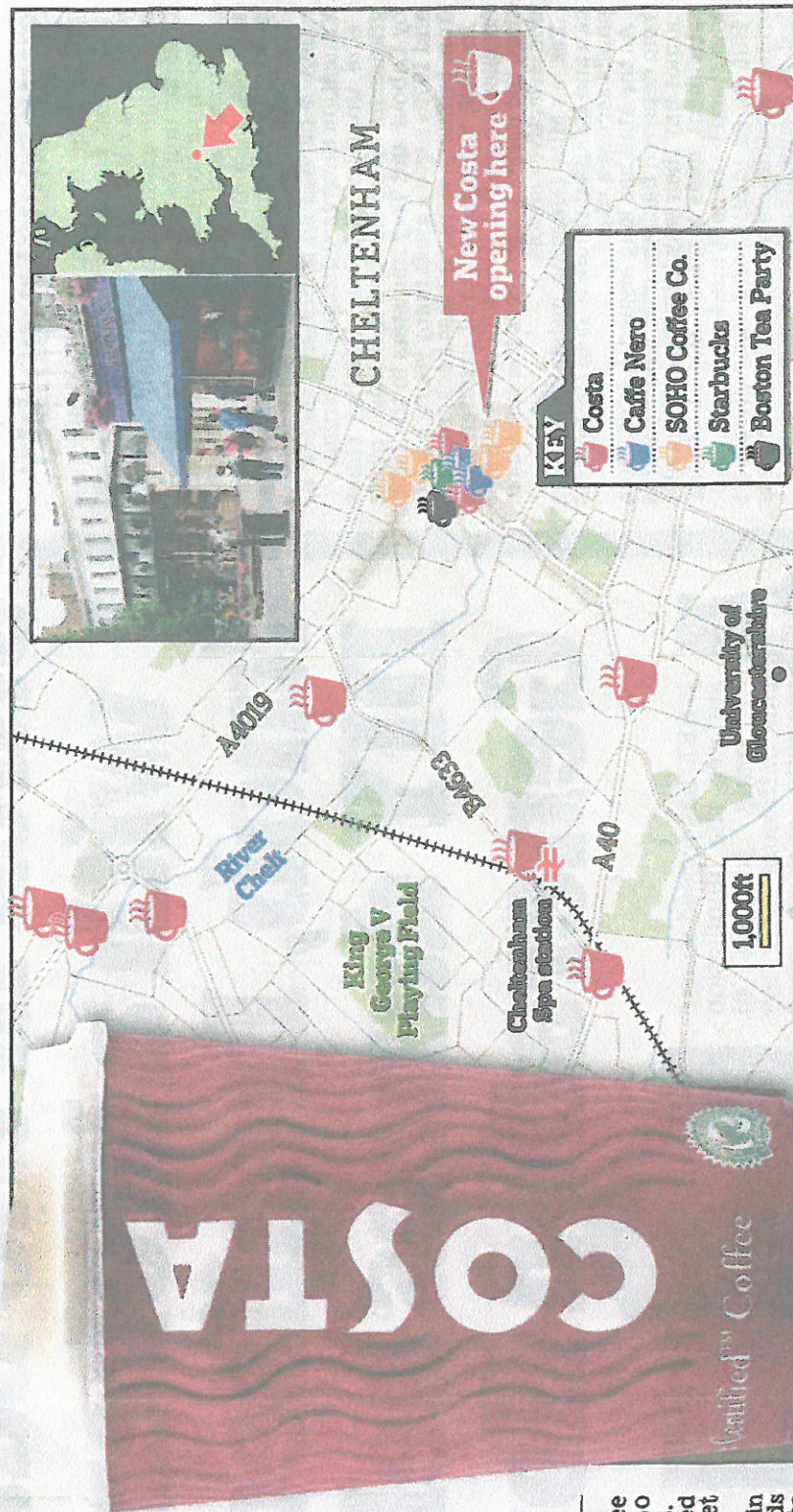
By Tom Payne

THEY already had 18 big-chain coffee shops in their town centre, not to mention a range of independent cafes. So residents of Cheltenham complained of 'total overkill' as Costa Coffee opened yet another one yesterday.

The new outlet is the company's 11th in the affluent spa town and is just 350 yards from another Costa. It is also right next to a branch of rival big-name SOHO Coffee.

Critics said it was further evidence of the unstoppable spread of coffee shops. Three new ones opened in Britain every day last year, bringing the total above 23,000. It is easier for big chains to open than smaller independents because they can afford to pay high business rates for town centre premises. The number of Costas nationwide has jumped from 658 in 2010 to more than 3,400.

The 11 outlets in Cheltenham include express machines in petrol stations and supermarkets as well as stand-alone stores. The town also already has four SOHO Coffees, two Caffe Neros, a Starbucks and a Boston Tea Party branch. Independent cof-



fee shop owners expressed their dismay at the new Costa.

Sue Atkinson, 61, who has run Andersons Coffee House for 12 years, said she may have to close after a drop in business, adding: 'It's heartbreaking. In the last couple of years I've seen three other cafes close down in my street alone, and I'm about to be the fourth. I'm just gutted - it's all well and good people saying that they would support local business, but they just don't.'

Another cafe owner, who asked not to be named, said: 'I don't know why the planning people allow it. You hear all these people in town moaning about it, but there's nothing we can do to stop it.' Shoppers said

the high street is suffering as coffee chains take over. Jane Brady, 67, said: 'It is total overkill. There's no decent shops left, it's all coffee shops. I'm amazed there is enough demand for all that coffee.'

Tom Nesbitt, 27, said it was 'ridiculous' and Peter Dobson, 51, said: 'Some of these places are next door to each other. Why on earth would you need two in a row?'

A survey of 300 Cheltenham residents by a local newspaper found 72 per cent felt they could do without the new Costa.

Councillor Garth Barnes agreed and accused the brand of 'over-egging it', adding: 'They're appearing on every available street corner countrywide. We have a lot of

well-used independent coffee shops and I would hope that people would continue to support our home-grown businesses.'

Responding to the criticism, Costa cited research by consultants Allegra Strategies saying coffee shops 'improve the vitality of town centres.'

A spokesman also argued that the new branch is only their second stand-alone shop in the centre of Cheltenham, with their other outlets including a concession within a Waterstones, one in a retail park and five small express outlets.

There was similar outrage last month when Starbucks announced plans to open its fourth branch on Cardiff's high street.

Page 9

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Page 10

APPLICATION No/Recommendation	DESCRIPTION	ORDER OF BUSINESS	DETAILS
Agenda Item 6 Application 17/0105 Officer’s recommend: Grant Permission Pages 49 to 88	Formation of attenuation basin with associated outfall structures, vehicle access from Moss House Road, temporary vehicle access off Florence Street and landscaping and boundary treatments.	INFORMATION FROM OFFICERS	
		OBJECTORS	Joanne Mattin
		APPLICANT/AGENT/SUPPORTER	
		WARD COUNCILLOR	
	LAND TO REAR OF 71 MOSS HOUSE ROAD, BLACKPOOL	<ul style="list-style-type: none"> • DEBATE BY COMMITTEE • DECISION 	

Page 11

APPLICATION No/Recommendation	DESCRIPTION	ORDER OF BUSINESS	DETAILS
Agenda Item 7 Application 17/0118 Officer's recommend: Grant Permission Pages 89 to 104	Construction of an attenuation basin, inlet weir and outlet structures, headwall structure and access road off Chapel Road with associated landscaping and boundary treatments.	INFORMATION FROM OFFICERS	
		OBJECTORS	
		APPLICANT/AGENT/SUPPORTER	
		WARD COUNCILLOR	
	LAND TO REAR OF CHAPEL HOUSE, CHAPEL ROAD, BLACKPOOL	<ul style="list-style-type: none"> • DEBATE BY COMMITTEE • DECISION 	

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