

Blackpool Council

24 March 2016

To: Councillors I Coleman, Critchley, Elmes, Hutton, Maycock, Stansfield and L Williams

The above members are requested to attend the:

PLANNING COMMITTEE

Tuesday, 5 April 2016 at 6.00 pm
in Committee Room A, Town Hall, Blackpool FY1 1GB

A G E N D A

1 DECLARATIONS OF INTEREST

Members are asked to declare any interests in the items under consideration and in doing so state:

- (1) the type of interest concerned; and
- (2) the nature of the interest concerned

If any Member requires advice on declarations of interest, they are advised to contact the Head of Democratic Services in advance of the meeting.

2 MINUTES OF THE MEETING HELD ON 8 MARCH 2016 (Pages 1 - 16)

To agree the minutes of the last meeting held on 8 March 2016 as a true and correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED (Pages 17 - 22)

The Committee will be requested to note the planning/enforcement appeals lodged and determined.

4 PLANNING ENFORCEMENT UPDATE REPORT (Pages 23 - 26)

The Committee will be asked to note the outcomes of the cases and support the actions of the Service Manager – Public Protection.

5 PLANNING APPLICATION 15/0420 - DEPARTMENT FOR NATIONAL SAVINGS AND INVESTMENTS, MYTHOP ROAD (Pages 27 - 70)

The Committee is requested to consider an application for planning permission, details of which are set out in the accompanying report.

6 PLANNING APPLICATION 15/0451 - 585-593 PROMENADE AND 1 WIMBOURNE PLACE (Pages 71 - 94)

The Committee is requested to consider an application for planning permission, details of which are set out in the accompanying report.

7 PLANNING APPLICATION 15/0523 - THE SANDS VENUE, PALATINE BUILDINGS, PROMENADE (Pages 95 - 120)

The Committee is requested to consider an application for planning permission, details of which are set out in the accompanying report.

8 PLANNING APPLICATION 15/0820 - ANCHORSHOLME PARK , ANCHORSHOLME LANE WEST (Pages 121 - 138)

The Committee is requested to consider an application for planning permission, details of which are set out in the accompanying report.

9 PLANNING APPLICATION 16/0047 - SITE OF FORMER PROGRESS HOUSE, CLIFTON ROAD (Pages 139 - 158)

The Committee is requested to consider an application for planning permission, details of which are set out in the accompanying report.

Venue information:

First floor meeting room (lift available), accessible toilets (ground floor), no-smoking building.

Other information:

For queries regarding this agenda please contact Bernadette Jarvis, Senior Democratic Services Adviser, Tel: (01253) 477212, e-mail bernadette.jarvis@blackpool.gov.uk

Copies of agendas and minutes of Council and committee meetings are available on the Council's website at www.blackpool.gov.uk.

Present:

Councillor L Williams (in the Chair)

Councillors

I Coleman
Critchley

Elmes
Hutton

Maycock
Stansfield

In Attendance:

Mrs Bernadette Jarvis, Senior Democratic Governance Adviser

Mr Gary Johnston, Head of Development Management

Mr Latif Patel, Group Engineer, Traffic Management

Mr Mark Shaw, Principal Planning Officer

Mrs Carmel White, Chief Corporate Solicitor

1 DECLARATIONS OF INTEREST

Councillors Critchley, Hutton and Stansfield declared a prejudicial interest in Agenda Item 6, Planning Application 15/0842 – Land bounded by Stirling Road, Mather Street, Collingwood Avenue and rear of Addison Crescent (Queens Park and Layton Recreation Ground). The nature of the interest being that they were Council appointed directors of Blackpool Coastal Housing Ltd who would be responsible for managing the housing units should the application be approved.

2 MINUTES OF THE MEETING HELD ON 9 FEBRUARY 2016

Resolved: That the minutes of the meeting held on 9 February 2016 be signed by the Chairman as a correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

The Committee considered a report outlining details of planning and enforcement appeals lodged and determined since the last meeting.

Resolved: To note the planning and enforcement appeals lodged and determined.

Background papers: (1) Letters from the Planning Inspectorate dated 2 February 2016. (2) Letter from the Planning Inspectorate dated 3 February 2016. (3) Letter from the Planning Inspectorate dated 16 February 2016.

4 PLANNING ENFORCEMENT UPDATE REPORT

The Committee considered a report summarising planning and enforcement activity within Blackpool during January 2016.

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Resolved: To note the outcomes of the cases set out in the report and to support the actions of the Service Manager, Public Protection in authorising the notices.

5 PLANNING APPLICATION 15/ 0702 - LIDL UK GMBH, 4 ANCHORSHOLME LANE WEST

The Committee considered application 15/0702 for the use of existing temporary egress and servicing access/exit onto Fleetwood Road as permanent egress from amended supermarket car park.

Mr Shaw, Principal Planning Officer, presented the Committee with a brief overview of the application and site layout plans.

Members were advised that temporary planning permission had been granted in October 2014 for a period of two years for the use of the servicing access from Fleetwood Road as an egress for customers from the car park in order to relieve congestion at the junction of Anchorsholme Lane West and Fleetwood Road. The application under consideration was requesting permission for permanent use of the egress onto Fleetwood Road.

The Committee considered the representations made against the proposal, particularly in relation to safety concerns raised by objectors due to a conflict of traffic between vehicles egressing the site onto Fleetwood Road and residents' vehicles entering and egressing neighbouring properties. In response to questions from Members, Mr Patel, Group Engineer, Traffic Management, confirmed that he was not aware of any reported accidents at this location since the temporary permission had been granted and although he had received complaints he considered that they were due to poor driver behaviour rather than as a result of the temporary arrangement. Mr Patel confirmed that he did not consider that there were sufficient highway concerns to justify objecting to the proposal.

Whilst the Committee acknowledged the difficulties for residents accessing and egressing neighbouring properties, it was also mindful of the improvement in the traffic flow as a result of the egress from the application site onto Fleetwood Road and did not consider that the proposal would result in an increase in highway safety issues.

Resolved: That the application be approved.

Background papers: Applications, plans and replies to consultations on the application.

6 PLANNING APPLICATION 15/0842 - LAND BOUNDED BY STIRLING ROAD, MATHER STREET, COLLINGWOOD AVENUE AND REAR OF ADDISON CRESCENT (QUEENS PARK AND LAYTON RECREATION GROUND)

The Committee considered application 15/0842 for the erection of two and three storey development comprising 81 dwelling houses and 18 self-contained permanent flats, with associated public open space, play areas, car parking, with accesses from Stirling Road, Laycock Gate and Phase 1, boundary treatment and landscaping works (Phase 2 of Queens Park Redevelopment) following the demolition of existing buildings (including Churchill Court, Walter Robinson Court and Elizabeth Court high-rise flats and Boys and Girls Club).

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Mr Shaw presented the Committee with a brief outline of the application and site layout plans. He advised Members that the application was Phase 2 of the residential development of the site and that Phase 1 had been completed. He reminded Members that outline planning permission for the second phase of the redevelopment had previously been granted. Mr Shaw reported on a slight reduction in the number of houses from 106 to 99 from the original outline planning application.

The Committee was informed of an amount of £600,000 that had been set aside for an upgrade to the recreation ground which would fund considerably improved facilities. Mr Shaw reported that temporary facilities had been provided for the Boys and Girls Club following demolition of the community facility and that work was ongoing in relation to securing permanent premises for the Club.

Mr Shaw referred to the information in the Update Note that had been circulated to Members which detailed slight amendments to the floor levels of the proposed plots following development of the detailed drainage network design at the site. Further consultation on the changes had been undertaken and as the consultation period was not due to expire until 14 March 2016, the officer's recommendation had been changed to agree the application in principle and delegate approval to the Head of Development Management, subject to no significant objections being received.

In response to a question from the Chairman, Mr Shaw confirmed that if significant objections were received the application would be brought back to Committee for consideration.

Responding to further questions, Mr Shaw referred to proposed condition 4 which would be attached to the permission if approved, which required improvements to the on-site play/open space provision prior to occupation of any dwelling. Although no formal scheme had yet been agreed, he confirmed that there would be a replacement open space area to compensate for the loss of public space.

Resolved: To agree in principle the granting of the application, subject to conditions, and to delegate the issuing of the decision notice to the Head of Development Management, provided no significant objections being received as a result of the recent consultation.

Background papers: Applications, plans and replies to consultations on the application.

NOTE: Councillors Critchley, Hutton and Stansfield, having declared a prejudicial interest, left the meeting for the duration of this item and took no part in the discussion or voting on the application.

7 PLANNING APPLICATION 15/0859 - LAND BOUNDED BY CORONATION STREET, ADELAIDE STREET AND TOWER STREET

The Committee considered outline application 15/0859 for the erection of a four storey mixed use (retail, food and leisure) development on the existing surface level car park.

Mr Johnston, Head of Development Management presented the Committee with a brief

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overview of the application and the site layout plans. He reported on a previous permission that had been granted for a part four/part five storey building on the site that had since lapsed. The site had been allocated for development in the Blackpool Local Plan and the application was in accordance with Policy SR1 of the Plan.

Mr Johnston referred to the proposed conditions to be attached to the application and suggested that, if the Committee approved the application, proposed condition 8 should be removed as it was a duplication of proposed condition 3.

In response to a question regarding the percentage split of space for retail and leisure use, Mr Johnston confirmed that proposed condition 6 restricted the use of the ground floor to A1 retail and A3 restaurant/ café use to ensure that there was only retail and food offer on the ground floor whilst the upper floors would be available for mixed use purposes.

A Member of the Committee questioned the lack of detailed plans and Mr Johnston explained that the application was for outline planning permission only and that a further application that dealt with reserved matters would be submitted to a future meeting of the Committee for consideration.

Resolved: That the application be approved, subject to the conditions, and for the reasons set out in the appendix to the minutes.

Background papers: Applications, plans and replies to consultations on the application.

8 PLANNING APPLICATION 15/0868 - BLACKPOOL ZOO, EAST PARK DRIVE

The Committee considered application 15/0868 for the erection of a 12.6 metre high building to form a new elephant house with enclosure, hay store, landscaping, viewing platform and associated ramped access.

Mr Johnston provided the Committee with a brief overview of the application and site layout plans for the proposed development. He referred to Policy RR15 of the Blackpool Local Plan which was generally supportive of developments at the site, subject to meeting specified criteria. He advised that the application provided for improved public viewing and enhanced internal and external facilities for the animals, relative to the existing provision.

Members were advised that the Update Note detailed the minimum standards for internal and external floorspace and Mr Johnston confirmed that the proposed development exceeded those requirements. In response to a question, Mr Johnston confirmed that he was unaware of any plans to demolish the building currently used for housing elephants and that, as it was a locally listed building, appropriate approval would be needed prior to its demolition.

Mr Johnston referred to the significant number of objections to the application that had been received which were related to ethical and welfare issues rather than relating to legitimate planning considerations.

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Members of the Committee acknowledged the concerns raised by the objectors relating to the ethics of keeping elephants in captivity and the welfare of the animals. Although the Committee gave careful consideration to the concerns raised, it agreed that the issues raised were not material planning considerations and therefore were not relevant in determining the merits of the application before it.

Members noted the reassurances that had been provided in the officer's report and the Update Note in terms of the size and design of the proposed development and the applicant's adherence with necessary licence requirements. The Committee considered that the application, if approved, would provide enhanced facilities for the elephants. It agreed that there were no material planning considerations that would justify refusal of the application.

Resolved: That the application be approved, subject to the conditions, and for the reasons set out in the appendix to the minutes.

Background papers: Applications, plans and replies to consultations on the application.

Chairman

(The meeting ended 6.32 pm)

Any queries regarding these minutes, please contact:
Bernadette Jarvis Senior Democratic Services Adviser
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E-mail: bernadette.jarvis@blackpool.gov.uk

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Application Number: 15/0842 – Land bounded by Stirling Road, Mather Street, Collingwood Avenue and Rear of Addison Crescent, Blackpool (Queens Park and Layton Recreation Ground) - Erection of two and three storey development comprising 81 dwelling houses and 18 self-contained permanent flats, with associated public open space, play areas, car parking, with accesses from Stirling Road, Laycock Gate and Phase 1, boundary treatment and landscaping works (Phase 2 of Queens Park Redevelopment) following the demolition of existing buildings (including Churchill Court, Walter Robinson Court and Elizabeth Court high-rise flats and Boys and Girls Club).

Decision: Agree in principle and delegate approval to the Head of Development Management

Conditions and Reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 14 December 2015, including the following plans and reports: Drawing no.

12-062-P2-01 Existing Site Location Plan;

12-062-P2-360 Existing Site Sections A-A, B-B, C-C & D-D;

12-062-P2-361 Existing Site Sections E1-E1, E2-E2, F1-F1, F2-F2;

13B212/001 Topographical Survey (5 sheets);

LPL35Ph2-101A Proposed Drainage Layout;

LPL35Ph2 -102A Proposed Finished Floor Levels;

LPL35/PH3 100 Rev B Phase 2 Foul & Surface Water Drainage Strategy;

12-062-P2-50 Rev C House Type 4A;

12-062-P2-20 Rev A House Type 1F;

12-062-P2-20 Rev A House Type 1F;

12-062-P2-21 Rev A House Type 1G;

12-062-P2-22 Rev B House Type 1H;

12-062-P2-23 Rev B House Type 1J;

12-062-P2-30 Rev C House Type 2A;

12-062-P2-31 Rev C House Type 2B;

12-062-P2-32 Rev D House Type 2C;

12-062-P2-33 Rev B House Type 2D;

12-062-P2-34 Rev B House Type 2E;

12-062-P2-30 Rev C House Type 2A;

12-062-P2-40 Rev D House Type 3A;

12-062-P2-41 Rev C House Type 3B;

12-062-P2-42 Rev C House Type 3C;

12-062-P2-43 Rev A House Type 3D;

D3945. 101 Phase 2 – Landscape Masterplan;
D3945. 102 Phase 2 – Surfacing Plan;
0389-SP01 Swept Path Analysis;
12-062-P2-301 Rev L Proposed Site Plan;
12-062-P2-311 Rev A Proposed Demolition Plan;
12-062-P2-312 Rev A Proposed Boundary treatments;
12-062-P2-314 Rev A Proposed Glazed Brick Plot Allocation; 1
2-062-P2-365 Rev A Proposed Site Sections & Streetscenes A-A, J-J;
12-062-P2-366 Rev B Proposed Site Sections & Streetscenes K-K, P-P;
Queens Park Phase 2 Traffic Management Plan - Lovell;
Queens Park Redevelopment Design Statement December 2015;
Queens Park Redevelopment Access Statement December 2015;
Phase 2 Arboricultural Impact Assessment TEP.3945.03.002 December 2015;
Phase 2 & 3 Bat Assessment TEP December 2015;
Phase 2 & 3 Ecological Assessment TEP December 2015;
Desk Study Report No 12LPL019/DS May 2013;
Flood Risk Assessment April 2013 & Addendum November 2015;
Ground Investigation Report No 13/LPL019/GI August 2013;
Project Management Plan HSE 047 October 2015 Lovell;
Remediation Statement (Contamination) Report No 13/LPL019/RS2 December 2015; and,
Transport Statement – Croft December 2015.

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

3. No works shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include and specify the provision to be made for the following;
 - vehicle access to, from and between both sites
 - dust mitigation measures as a result of the works
 - control of noise emanating from the sites as a result of the works
 - hours of construction work for the works
 - the locations of contractors' compounds, site buildings and other storage arrangements
 - enclosure of the development sites
 - provision for all site operatives, visitors and waste loading, off loading, transfer, parking and turning within/between the sites during the construction period
 - arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways, including a hard standing area of 15 m for wheel washing facilities, and
 - the routeing agreement of works traffic

The works shall then be carried out in accordance with the approved Management Plan.

Reason: In the interests of the amenities of surrounding residents, to ensure there is no unacceptable risk of pollution to water resources or to human health, to safeguard the character and appearance of the area and in the interests of highway safety in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1, AS1, BH3 and BH4 of the saved Blackpool Local Plan 2001-2016.

4. Prior to first occupation of any dwelling hereby approved, a scheme to secure improvements to on-site play / open space provision within the red edge of the approved plan, and a timescale for implementation, shall be submitted to and agreed in writing by the Local Planning Authority. That scheme shall thereafter be implemented in accordance with the approved timescale, in accordance with Policies BH5 and BH10 of the Blackpool Local Plan 2001 - 2016.

Reason: To compensate for the loss of part of the Public Open Space within the site as a result of the development and provide sufficient improvements to open space provision to serve the dwellings, having regard to Policies BH5 and BH10 of the Blackpool Local Plan 2001 - 2016, coupled with the requirements of paragraph 73 of the National Planning Policy Framework 2012.

Note: The development is of a scale to warrant open space improvement / play space provision to the value of not less than the £85,000 required by POS commutation and up to a maximum of £600,000 to compensate for the loss of Public Open Space and in accordance with Policy CS11 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies BH5 and BH10 of the Blackpool Local Plan 2001 - 2016.

5. Before development is commenced, a Site Waste Management Plan (including recycling) shall be submitted to and approved by the Local Planning Authority. The works shall then proceed in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason; To assist in securing safe waste minimisation, re-cycling and energy conservation in accordance with Policy CS10 of the Blackpool Local Plan: Part 1 - Core Strategy.

6. If any demolition works take place during the nesting bird season (March - August inclusive) a nesting bird check shall be carried out within the 24 hour period prior to demolition of the building(s) by a licensed ecologist. If nesting birds are found then the building will have to remain in place until the young have fledged and left the nest.

Reason: To ensure that there are no adverse effects on the favourable conservation status of birds and to protect the bird population from damaging

activities and reduce or remove the impact of development, in accordance with Policy LQ6 of the Blackpool Local Plan 2001 - 2016 and The Wildlife & Countryside Act 1981 (as amended).

7. (a) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any operations involving the use of motorised vehicles or construction machinery) until a Construction Exclusion Zone and tree protection works for the retained trees, as detailed in the Arboricultural Impact Assessment Report (TEP.3945.03.002) submitted with the application, are in place. Any construction activities within the root protection areas of those trees (in particular T2 and T8) shall be carried out in accordance with an Arboricultural Method Statement, which shall first be submitted to and agreed in writing with the Local Planning Authority.

(b) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme are in place.

(c) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior written agreement of the Local Planning Authority has first been sought and obtained.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, having regards to Policy CS6 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy LQ6 of the Blackpool Local Plan 2001-2016.

8. No construction of the dwellings hereby approved shall commence until details of the provision to be made for bat roosting opportunities as recommended in the Additional Bat Survey Reports by TEP (July 2013) and replacement nesting bird habitat (including vegetation, nest boxes and details of siting of these) have been submitted and approved by the Local Planning Authority. The approved works shall be implemented in full before the development is first brought into use, unless otherwise agreed in writing by the Local Planning Authority and maintained thereafter.

Reason: To ensure that bat and bird species are protected and their habitat enhanced in, accordance with the Wildlife & Countryside Act 1981, as amended, the Conservation [Natural Habitats &c] Regulations 1994, Policy CS6 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy LQ6 of the Blackpool Local Plan 2001 - 2016.

9. Prior to commencement of any demolition of buildings 1 - 7 (as identified in the Phase 2 & 3 Bat Assessment TEP December 2015), any features which are suitable for roosting bats (e.g. the roof tiles and eaves) must be removed under the supervision of a licensed bat ecologist. If the roofs and eaves are not removed before April 2016, a single dawn survey for bats must be carried out. Prior to demolition of building 12 a bat survey must be carried out internally and the recommendations in the survey carried out. If the presence of roosting bats is detected or suspected at any stage before or during the proposed development, then works shall not proceed until it has been established whether or not a Natural England licence is required.

Reason: To ensure that there are no adverse effects on the favourable conservation status of bats, in accordance with Policy CS6 of the Blackpool Local Plan: Part 1 - Core Strategy, Policy LQ6 of the Blackpool Local Plan 2001 - 2016 and The Wildlife & Countryside Act 1981 (as amended).

10. The landscaping works shall be carried out in accordance with the approved details, within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason. To ensure the site is satisfactorily landscaped in the interests of visual amenity and to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall with regards to Policy CS6 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy LQ6 of the Blackpool Local Plan 2001-2016.

11. Due to the elevated concentrations of Lead, BaP, Benzo(a)anthracene, Benzo(b)fluoranthene, Dibenzo(ah)anthracene Indeno(123-cd)pyrene and Napthalene; no construction of the dwellings hereby approved shall be commenced until a scheme for decontamination of the site has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the commencement of the development. Any changes to the approved scheme shall be agreed in writing with the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy BH4 of the Blackpool Local Plan 2001-2016.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no change of use from Use Class C3 (the subject of this permission) to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policy CS13 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

13. The drainage for the development hereby approved, shall be carried out in accordance with principles set out the submitted Flood Risk Assessment which was prepared by Betts Associates in April 2013 Ref No.:LPL35_FRA and the Foul & Surface Water Drainage Strategy which was prepared by Lovells Ref:LPL35/PH2 100 rev B. Any variation to the discharge of foul and surface water shall be agreed in writing by the Local Planning Authority prior to the commencement of the development. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run off and to reduce the risk of flooding, in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and BH4 of the Blackpool Local Plan 2001 - 2016.

Application Number: 15/0859 – Land bounded by Coronation Street, Adelaide Street and Tower Street - Erection of a four storey mixed use (retail, food and leisure) development on existing surface level car park. (Outline application)

Decision: Grant permission

Conditions and Reasons:

1. i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:

Layout
Scale
Appearance
Access
Landscaping

ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than

the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. On the south east corner of the application site the approved development shall have a minimum height of 18 metres and/or be four storeys in height.

Reason: In the interests of visual amenity and to ensure that the building is of an appropriate scale compared to the scale and height of the adjacent Winter Gardens and Hounds Hill Shopping Centre, in accordance with Paragraphs 23, 56, 57, 129 and 131 of the National Planning Policy Framework, Policies CS4, CS7, CS8 and CS17 of the Blackpool Local Plan: Part 1 - Core Strategy and Saved Policies SR1, LQ1, LQ4, LQ9 and LQ10 of the Blackpool Local Plan 2001-2016.

3. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies BH4 and NE10 of the Blackpool Local Plan 2001-2016.

4. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of

- mud and other similar debris on the adjacent highways
- the routeing of construction traffic.

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and hotels and to safeguard the character and appearance of the Town Centre Conservation Area and the Winter Gardens in accordance with Policies CS7 and CS8 of the Blackpool Local Plan: Part 1 - Core Strategy and LQ1, LQ9, LQ10 and BH3 of the Blackpool Local Plan 2001-2016.

5. No development approved by this permission shall be commenced until details of the finished floor levels of the proposed buildings and any alterations to existing land levels have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved levels unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of surrounding residents and hotels and to safeguard the character and appearance of the Town Centre Conservation Area and the Winter Gardens in accordance with Policies CS7 and CS8 of the Blackpool Local Plan: Part 1 - Core Strategy and LQ1, LQ9, LQ10 and BH3 of the Blackpool Local Plan 2001-2016.

6. The ground floor of the premises shall be used for A1 retail (non-food) and A3 restaurant/cafe purposes only as defined in the Town and Country Planning Use Classes Order 1987 (as amended) and for no other purpose.

Reason: In the interests maintaining and enhancing the retail function and character of the Town Centre in accordance with paragraphs 19, 23 and 150 of the National Planning Policy Framework, Policies CS4 and CS17 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies SR1 and SR5 of the Blackpool Local Plan 2001-2016.

7. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 18th December 2015 including the following plans:

Location Plan stamped as received by the Council on 18th December 2015.

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

Application Number: 15/0868 – Blackpool Zoo, East Park Drive, Blackpool - Erection of 12.6 metre high building to form new elephant house with enclosure, hay store, landscaping, viewing platform and associated ramped access.

Decision: Grant permission

Conditions and Reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development shall proceed in accordance with the recommendations and mitigation measures outlined in the submitted Ecological Impact Statement.

Reason: To protect, sustain and enhance endangered species and their habitats in accordance with Policies NE5 and NE6 of the Blackpool Local Plan 2001-2016.

3. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies BH4 and NE10 of the Blackpool Local Plan 2001-2016.

4. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 21st December 2015 including the following plans:

Location Plan stamped as received by the Council on 21st December 2015
Drawings numbered 1989/P/04, 1989/P/05, 1989/P/06, 1989/P/07, 1989/P/08

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

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Report to:	Planning Committee
Relevant Officer:	Gary Johnston, Head of Development Management
Date of Meeting:	5 April 2016

PLANNING/ENFORCEMENT APPEALS DETERMINED/ LODGED

1.0 Purpose of the report:

1.1 The Committee is requested to note the planning and enforcement appeals lodged and determined.

2.0 Recommendation(s):

2.1 To note the report.

3.0 Reasons for recommendation(s):

3.1 To provide the Committee with a summary of planning appeals for information.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

None, the report is for information only.

4.0 Council Priority:

4.1 Not applicable

5.0 Background Information

5.1 Planning/Enforcement Appeals Determined

5.2 60 FOXHALL ROAD, BLACKPOOL (15/0277)

5.2.1 The appeal is made by Mr M Nief against a refusal to grant planning permission by

the Council for the change of use into a hot food takeaway (Use Class A5).

5.2.2 Decision- The appeal is dismissed.

5.2.3 Main Issue

The main issue is the effect of the proposed change of use on the living conditions of nearby residential occupiers in terms of odours, noise and additional late night activity.

5.2.4 Reasons

The appeal site is a vacant shop unit situated on the eastern side of Foxhall Road backing on to Dale Street Mews and the rear of properties on Bairstow Street. There are four flats above the premises and to either side are public house/entertainment venues. The general area is a mixed residential and commercial area, situated to the south of the Town Centre and close to the Promenade.

5.2.5 It is proposed to change the use of the ground floor unit to a hot food takeaway (Use Class A5) and to install an extraction flue on the rear of the building, terminating around 1 metre above eaves level. The application forms indicate that the business would operate daily from 10.00am until 5.00am on the following day, although the appeal representations give a closing time of 3.00am. The Council is concerned about the impact on residential amenity because of cooking odours and because of noise and disturbance from both the operation of the business and customers. In particular, the Council's concern is with the living conditions of the occupiers of the four flats directly above the proposed takeaway and in Dale Street Mews.

5.2.6 The appellant maintains that there is already considerable late night activity in the vicinity so that the business would be serving people already present in the area, not bringing in new customers. I saw that there is a pub/bar on the ground floor to either side of the appeal site and several other such establishments in the local area. The appellant states that the majority of these are open until between 2.00am and 3.00am, although there is no substantiated evidence to support this assertion or to show whether or not that applies to the venues adjoining the appeal site. Furthermore, the Council's Environmental Health Officer (EHO) states that such venues are subject to strict regulation via the licensing system and are not allowed to have doors and windows open and management/door staff have to ensure that customers disperse and leave the premises quietly. This would not apply to the proposed use, and it seems to me that the takeaway, possibly open later than other nearby venues, would mean that people are encouraged to stay in the area longer when they would otherwise disperse, resulting in more noise and disturbance in the street. There is no evidence of appropriate noise insulation between the ground floor shop unit and the flats above. With such late opening times proposed (be it 3.00am

or 5.00am) and seating for around 20 people inside the premises, the occupiers would not only be likely to experience noise and disturbance from customers arriving and departing, but also noise from the kitchen and the operation of equipment and extraction systems. Much of this activity would be at a time when they could reasonably expect peace and quiet to be able to sleep. The occupiers of the flats may currently be aware of night time activity in the general area, but not right under their homes.

- 5.2.7 The appellant argues that noise from the extraction system and flue can be attenuated. However the EHO comments that the decibel level for the extractor fan proposed is above the World Health Organisation's recommendations for night time noise so that it is extremely likely to impact adversely on residents' sleep. It may also not deal effectively with odours; post decision correspondence indicates that effective and quiet systems are expensive to install and maintain, so I am not wholly satisfied that, even if a condition were imposed to require details of an alternative system, that an acceptable solution which would be viable for a small business such as this, could be achieved.
- 5.2.8 In addition to noise from the extraction unit, it is highly likely that there would be noise at the rear of the premises emanating from the kitchen, staff putting refuse out in the yard, especially at closing time, and possibly standing outside during breaks. Dale Street Mews is an enclosed space and noise from such activity at the premises would easily carry to the surrounding residential properties and may even be intensified because of the enclosed space. In support of the appeal, the appellant has referred to two applications where the Council has approved takeaway uses where there was residential accommodation, unconnected to the proposed business, above. In addition, no opening hours restrictions were imposed. However I do not know the exact circumstances surrounding those approvals and I have to consider this appeal on its own merits. In my judgement, on the evidence before me, I find that the living conditions of the occupiers of the residential accommodation above and near the appeal site would be significantly harmed by the proposal.
- 5.2.9 It is suggested that I could impose opening hours restriction commensurate with other businesses in the area. However, as I have already noted, there is no precise information as to the opening hours of the adjoining premises. It is clear that the appellant wishes to stay open until at least 3.00am. As such, it would not be reasonable for me to impose a much earlier closing time which I consider would be necessary to protect the living conditions of the nearby residents. Moreover, this would not fully overcome my concerns about noise and disturbance.
- 5.2.10 I recognise that the National Planning Policy Framework promotes sustainable development and supports economic growth. The provision of another A5 use in the area may widen choice for customers, depending on the offer. Nonetheless, having identified significant harm to the living conditions of residential occupiers, I consider

that the proposal cannot be said to be sustainable in social and environmental terms. It would also be contrary to one of the core principles of the Framework which is to always seek a good standard of amenity for all existing and future occupants of land and buildings.

5.2.11 I conclude that the proposed development would not accord with saved policies BH3 and BH4 of the Blackpool Local Plan 2001-2016 (2006) and Policy CS7 of the Blackpool Local Plan: Part 1 – Core Strategy (submission version) (June 2014) which, among other things, seek to ensure that the amenities of nearby residents and potential occupiers are not adversely affected. It would also not accord with saved Local Plan policy BH17 which states that proposals for the development of hot food takeaway shops will not be permitted where they would have adverse effects on the amenities of residents in the surrounding vicinity, or with the Framework. For the reasons given above I conclude that the appeal should be dismissed.

5.3 **16 CARLIN GATE, BLACKPOOL, FY2 9QX (15/0595)**

5.3.1 An Appeal by Mr Mervyn Beevers against the Council's refusal to grant planning permission for a 1.85 metre garden wall with brick piers and timber infill panels. **Appeal dismissed.**

5.3.2 The Inspector considered the main issue to be the effect of the proposal on the character of the area.

5.3.3 The Inspector acknowledged that the proposal would be of a comparable height to an existing hedge at the property. However, in contrast to the soft appearance of the hedge, the proposed solid timber inserts and substantial brick wall sited in a prominent corner location would introduce a hard defensive feature into the street scene. Combined with the new wall's overall scale wrapping around the whole corner of the plot it would represent an incongruous feature that would be harmful to the character and appearance of the area.

5.4 **181 CLIFTON DRIVE, BLACKPOOL (14/0896)**

5.4.1 An appeal by Mr and Mrs Dunning against the refusal of planning permission for alterations to a front dormer and installation of a balcony. **Appeal dismissed.**

5.4.2 This application was refused under delegated powers on the basis that the proposed dormer extension would be significantly detrimental to the appearance of the property and the streetscene as it would be out of keeping due to its scale, bulk, the proportion of roof it would take up and on the basis of its prominent location at the junction of Clifton Drive, Squires Gate Lane and New South Promenade.

5.4.3 The Inspector visited the site and surrounding area. He noted that the increase in

the front face of the dormer and the presence of a balcony enclosure would result in a prominent feature that would dominate the host roof. Whilst the balcony would be enclosed with glass panels, he felt that the overall effect would be unduly prominent.

5.4.4 He noted other balconies within the area, however, they were integral parts of a design and were modest and in proportion with the property on which they were positioned.

5.4.5 He concluded that for the above reasons, the appeal be **dismissed**.

5.5 Does the information submitted include any exempt information? No

List of Appendices:

None

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 None

8.0 Equalities considerations:

8.1 None

9.0 Financial considerations:

9.1 None

10.0 Risk management considerations:

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

Report to:	Planning Committee
Relevant Officer:	Tim Coglan, Service Manager, Public Protection
Date of Meeting:	5 April 2016

PLANNING ENFORCEMENT UPDATE

1.0 Purpose of the report:

1.1 The Committee is requested to consider the summary of planning enforcement activity within Blackpool during February 2016.

2.0 Recommendation(s):

2.1 To note the outcomes of the cases set out below and to support the actions of the Service Manager, Public Protection Department, in authorising the notices set out below.

3.0 Reasons for recommendation(s):

3.1 The Committee is provided with a summary of planning enforcement activity for its information.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

Not applicable. The report is for noting only.

4.0 Council Priority:

4.1 Not applicable

5.0 **Background Information**

5.1 **Cases**

5.2 **New cases**

In total, 41 new cases were registered for investigation, compared to 57 received in February 2015.

5.3 **Resolved cases**

In February 2016, ten cases were resolved by negotiation without recourse to formal action, compared with fourteen in February 2015.

5.4 **Closed cases**

In total, 33 cases were closed during the month (35 in February 2015). These cases include those where there was no breach of planning control found, no action was appropriate (e.g. due to more effective action by other agencies, such as the police) or where it was considered not expedient to take action, such as due to the insignificant nature of the breach.

5.5 **Formal enforcement notices / s215 notices / BCNs / Community Protection Notices**

- No enforcement notices authorised in February 2016 (none in February 2015);
- One s215 notice authorised in February 2016 (one in February 2015);
- No Breach of Condition notices authorised in February 2016 (none in February 2015).

- No enforcement notices served in February 2016 (none in February 2015);
- Three s215 notices served in February 2016 (none in February 2015);
- No Breach of Condition notices served in February 2016 (none in February 2015);
- Two Community Protection Notices served in February 2016;

relating to those cases set out in the table below:

S215 notices authorised in February 2016

Ref	Address	Case	Dates
15/8606	4 Gorse Road	Poor condition of property	Section 215 notice authorised 19/02/2016

S215 notices / Community Protection notices served in February 2016

Ref	Address	Case	Dates
15/8459	332-334 Promenade (former "Ambassador Hotel")	Poor condition	Section 215 notice issued 08/02/2016. Compliance due 18/06/2016 unless an appeal is lodged with the Magistrates Court by 18/03/2016.
13/8300	Uncle Peter Webster's PH, 123 Promenade	Poor condition	Section 215 notice issued 08/02/2016. Compliance due 21/06/2016 unless an appeal is lodged with the Magistrates Court by 21/03/2016. Works have commenced.
14/8653	19 Suffolk Road	Poor condition	Section 215 notice issued 22/02/2016. Compliance due 04/07/2016 unless an appeal is lodged with the Magistrates Court by 04/04/2016.
14/8489	68-72 Bond Street	Poor condition	Community Protection Notice issued 22/02/2016, compliance due by 08/04/2016.
15/8740	Lay-by, Squires Gate Lane (opposite Newlyn Court)	Display of vehicle for advertising purposes	Community Protection Notice issued 22/02/2016, compliance due by 01/03/2016. Complied.

Does the information submitted include any exempt information?

No

List of Appendices:

None

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 None

8.0 Equalities considerations:

8.1 None

9.0 Financial considerations:

9.1 None

10.0 Risk management considerations:

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

Agenda Item 5

COMMITTEE DATE: 05/04/2016

Application Reference: 15/0420

WARD: Marton
DATE REGISTERED: 30/06/15
LOCAL PLAN ALLOCATION: Protection of Public Open Space
Industrial / Business Development Land
Primary Distributor Route
Main Industrial / Business Area

APPLICATION TYPE: Full Planning Permission
APPLICANT: Rowland Homes Limited and National Savings and Investments

PROPOSAL: Hybrid Planning application comprising –

(a) full planning application for the erection of 118 dwellings with associated garages, landscaping, highway works and new access off Preston New Road.

(b) outline planning application for the demolition of the existing National Savings and Investments Building and the erection of offices (Use Class B1a) and light industrial premises (Use Class B1c) with associated roads, parking/servicing areas and landscaping.

LOCATION: DEPARTMENT FOR NATIONAL SAVINGS AND INVESTMENTS, MYTHOP ROAD, BLACKPOOL, FY3 9YP

Summary of Recommendation: Defer for Legal Agreement

CASE OFFICER

Gary Johnston

SUMMARY OF RECOMMENDATION

The site is allocated for employment purposes in the current Local Plan and contains vacant buildings and land allocated for office and research/development. Historic England did not consider the existing buildings worthy of listing. The site has been marketed without success and through pre-application discussions and the emerging Core Strategy, the principle of redeveloping the site as a mixed development (housing and employment) has been supported. The rationale is that the housing development on the greenfield part of the site will 'enable' the demolition of the existing buildings to take place and the resulting land be made available for employment uses (offices and light industrial uses). The existing NS&I

operation in the Moorland Building would remain. The proposal is considered to be consistent with the principles of the National Planning Policy Framework (NPPF), and policies in the Local Plan and recently adopted Core Strategy in terms of achieving sustainable development. There is conflict with some policies, principally relating to affordable housing, open space and education but the viability of the overall proposals explains the reason for this conflict and justifies it. The benefits of the proposal in assisting with the Council's housing land supply, in providing family housing in an attractive setting, in bringing forward land for employment uses with a better access mean that the proposal is supported but a Section 106 Agreement is required to cover the phasing of the development. The recommendation is therefore to approve in principle subject to the completion of a Section 106 Agreement and for the Head of Development Management to issue the decision upon its completion.

INTRODUCTION

This site comprises existing office buildings and land for industrial/office development (allocated since 2006). Despite marketing the existing buildings and land, no users have come forward and hence the NS&I approached the Council about a mixed use development (housing on the greenfield part of the site and redevelopment of the main offices) on the site with a new access off Preston New Road. Informal advice was given that the principle is likely to be acceptable. Matters were held in abeyance whilst Historic England considered whether the existing main NS&I building merited listing. Historic England confirmed its view that the building did not merit listing earlier this year and the application was submitted after this ruling.

SITE DESCRIPTION

This application relates to an 8.92 hectares site on the northern side of Preston New Road.

The site is currently accessed off Mythop Road however there is a pedestrian turnstile and emergency access onto Preston New Road. The site has a frontage of some 270 metres to Preston New Road, 230 metres to properties fronting Paddock Drive/Preston New Road and Wheatlands Crescent, 200 metres to Mythop Court and properties fronting onto Mythop Road and 600 metres to the Marton Mere Caravan Park.

The site contains the now vacant National Savings and Investment (NS&I) building to the rear of properties fronting Mythop Road but excludes the Moorland Building (which has been retained by NS&I) and associated car parking at the northern end of the site, abutting the caravan park. It also contains open land, partially maintained and partially overgrown which covers the western part of the site and extends to the boundary with Wheatlands Crescent. There is a 2 metres high chain link fence around the perimeter of the site and inside the fence there is tree planting, some of which is set on embankments. Along the site frontage to Preston New Road the site varies in level relative to the pavement in Preston New Road. To the west of the turnstile it rises gradually to a level difference of some 2 metres, whereas to the east there is a more pronounced undulating mound, presumably formed from material excavated when the NS&I building was constructed and hence the existing building also sits above the level of Preston New Road.

The site slopes from Preston New Road towards the caravan park and this is most pronounced at the eastern end of the site where there is also a levels difference between the site and Mythop Court/ properties fronting Mythop Road which increases from Preston New Road (to a maximum of approximately 3.5 metres). There is a roughly 4 metres wide strip of land outside the rear gardens of houses fronting Mythop Road which contains trees. At present there are terraced areas of car parking between the building and this 4 metres wide strip and the terraced areas of car parking are divided by strips of land containing tree planting. The undeveloped part of the site is undulating but there is an embankment to properties fronting Wheatlands Crescent which contains trees and planting and hence the site sits at roughly the first floor level of the houses in the Crescent.

The houses fronting Mythop Road are principally semi detached - rendered with red hipped roofs although Mythop Court is a newer part two storey/part three storey L shaped development with car parking at the rear. The properties fronting Wheatlands Crescent are a mixture of houses and bungalows primarily of brick construction with red roof tiles. There is a strip of land between Wheatlands Crescent and the unused public footpath which runs outside the western boundary of the application site which tapers as you head down Wheatlands Crescent and which contains some trees and shrub planting (the unused public footpath follows the perimeter fence of the NS&I site and then goes through the caravan park to link up with the footpath around Marton Mere).

There are two ponds on the overall site although one of them is in front of the retained Moorland Building.

DETAILS OF PROPOSAL

This is a hybrid application which means it is in part a detailed application and in part an outline application. The detailed application relates to the western side of the site and would involve the erection of 118 houses - 79 detached houses, 30 semi detached houses and 9 terraced houses. They would all be three and four bedroom properties and would be a mixture of brick and rendered properties with a mixture of ridged and hipped roofs. Some of the properties would have detached garages whilst others would have integral garages and there would be communal parking for the terraced and semi detached properties.

The properties would be served by a new access off Preston New Road with a number of properties having direct access to this new road but the bulk would be served by a new estate road with smaller roads off the estate road. The housing layout has been designed to have properties principally facing outwards i.e. to face onto Preston New Road, face onto Wheatlands Crescent, facing onto the pond in the north-west corner of the site and facing onto part of the caravan site. There would be an area of open space around the retained pond and this would then form a linear swathe of open space along the northern, western and southern boundaries of the residential development (it would be between approximately 12 and 30 metres in width). This would mean that houses would be set between approximately 22 metres and 35 metres from the boundary with the caravan park, between approximately 33 metres and 60 metres from properties fronting Wheatlands Crescent, between 32 and 36 metres from properties with access off Preston New Road and would be

set back 30 metres from the Preston New Road frontage of the site. Within the open space there would be an attenuation basin for surface water drainage and this would be close to the north-west corner of the site.

The new access road off Preston New Road would form the boundary to the residential development and would provide the access to the retained Moorland Building and its car parking areas. In addition, it would provide the access to the outline part of the application which would be for new office and light industrial premises on the site of the to be demolished NS&I building. The indicative layout for this employment land shows freestanding and terraced premises with associated car parking and landscaping. There would also be an attenuation basin for surface water to serve the employment area.

The existing perimeter fence and landscaping would be retained and additional landscaping would be provided both within the residential and employment elements of the development.

The application is accompanied by a number of supporting documents:

Planning statement
Transport Assessment
Framework Travel Plan
Ecological Appraisal
Tree Survey
Flood Risk Assessment and Drainage Strategy
Site Investigation Report (contamination)
Viability Assessment (CONFIDENTIAL)

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- principle of the development
- impact on residential amenity
- impact on highway safety
- design and layout considerations
- drainage and other matters

CONSULTATIONS

Fylde Borough Council

This response addresses strategic matters which have cross boundary implications rather than examining the detailed matters contained in the application which I am sure Blackpool Council will carefully assess against its own policies. It is noted that chapter 5 of the Submission Version of the Blackpool Local Plan Part 1 Core Strategy (BLP) addresses 'Future Requirements for Employment Land'. This chapter notes that, based on the evidence contained in the Employment Land Study, there is a suggested shortfall in the employment

land supply of 13.7ha. In order to address this shortfall, in line with the duty to co-operate, Fylde Borough Council has agreed to take forward a proposal to include additional employment land in order to assist in making up this identified shortfall.

Obviously the application relates to an existing employment site, but proposes a significant proportion of the site be developed for residential purposes. The loss of this area of land will clearly add to the identified shortfall which causes this Council some concern. However, it is noted that the existing buildings are considered to be beyond economical repair and that the residential development is proposed as 'enabling' development to subsidise the provision of the new employment land in line with the provisions of paragraph 5.35 of the Blackpool Local Plan. It is accepted that there is some merit in bringing forward a mix of modern employment premises which would be more appealing to potential occupiers than the current buildings. Accordingly, this Council would request that Blackpool Council satisfy itself that the existing buildings are beyond economic repair, that the scale of residential development is the minimum required to subsidise the provision of the employment land proposed and that the provision of the proposed employment land is secured, preferably by legal agreement, in order to avoid only the residential element of the development being progressed.

Electricity North West Ltd

The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West. The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity. The applicant should also be referred to two relevant documents produced by the Health and Safety Executive and advised to follow the guidance given.

Mereside 33kV/6.6kV Primary substation is located to the north of the development. There are numerous 33kV and 6.6kV cables from this substation running around the perimeter of the site, which may need to be diverted. e.g. The Attenuation Basin at the west tip of the site appears to be located over 33kV and 6.6kV cables.

The applicant should also be advised that, should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment. This includes carrying out works incidental to any of these purposes and this could require works at any time of day or night.

Electricity North West offers a fully supported mapping service at a modest cost for our electricity assets. This is a service, which is constantly updated by our Data Management Team. It is, however, the applicant's responsibility to demonstrate the exact relationship on site between any assets that may cross the site and any proposed development.

Environment Agency

Has the following comments to make - as Lead Local Flood Authority you will be fully aware of the drainage issues in Blackpool. We would suggest the following:

Foul and surface water drainage should be discharged to separate systems. A surface water drainage scheme detailing the use of SUDS has been produced. We would recommend that due to proposed development use types a SUDS train is developed that will reduce the level of pollutants entering the surface water system. Mechanical SUDS (e.g. filtration channels with substrate, vortex separators) may be more appropriate depending on soil type and groundwater levels. SUDS should also need to attenuate the surface water run-off, which will contribute to improving Bathing Water quality and will help to reduce the risk of flooding on-site and elsewhere. The SUDS hierarchy should be employed to determine which SUDS are most suitable.

United Utilities Plc (Water)

Drainage Comments

In accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Building Regulations H3 clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

- a) an adequate soak away or some other adequate infiltration system, (approval must be obtained from local authority/building control/Environment Agency); or, where that is not reasonably practical.
- b) a watercourse (approval must be obtained from the riparian owner/land drainage authority/Environment Agency); or, where that is not reasonably practicable) a sewer (approval must be obtained from United Utilities).

Drainage Conditions

United Utilities will have no objection to the proposal provided that the following conditions are attached to any approval:

Foul Water

- Prior to the commencement of any development, details of the foul drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. No building shall be occupied until the approved foul drainage scheme has been completed to serve that building, in accordance with the approved details. This development shall be completed maintained and managed in accordance with the approved details.

Surface Water

- The surface water drainage for the development hereby approved, shall be carried out in accordance with principles set out the submitted Flood Risk Assessment Ref no. 880516-R1 (02) Dated 15th April 2015 which was prepared by RSK. For the avoidance

of doubt, surface water from the residential area must drain in line with Engineering Appraisal Drawing 880516 / 10-03 P4, which included in the FRA, where part of the residential area drains into Wheatlands Crescent at a maximum pass forward flow of 5 l/s and part of the residential area drains into Preston New Road at a maximum pass forward flow of 11 l/s.

Unless otherwise agreed in writing by the Local Planning Authority, all other areas must drain to watercourse at existing greenfield runoff rates. The development shall be completed, maintained and managed in accordance with the approved details.

- Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

Blackpool Services, Contaminated Land

Looking at the information provided, the recommendations of the Phase 1 study are for further investigations to be carried out. Therefore a Phase 2 Intrusive investigation is required.

Police Architectural Liaison Officer

A development of this scale has the potential to create additional demand on local policing services. 118 additional dwellings will result in more people and vehicles in the area creating additional opportunity for offenders. I would ask Planners to consider making security measures a condition of planning. In particular the dwellings should be target hardened from the outset so as to prevent criminal activity such as burglary. Offenders typically target the rear of dwellings therefore it is crucial that doors and windows on rear elevations are enhanced security standards and rear gardens are protected with a 1.8m fencing arrangement.

Security Recommendations

1. ***Physical Security*** - The dwellings should be target hardened to enhanced security standards. Part 2 of Secured By Design addresses the physical security of dwellings making forced entry more difficult. Front and rear Doorsets and windows should be PAS standards. Ground floor glazing on side and rear elevations should be laminated.

2. ***Perimeter Security*** - The rear of the properties should be protected with a 1.8m close boarded fence arrangement and a lockable gate fitted as flush with the front of the building line as possible that restricts access to the rear of the property. The site layout show that the gates are mainly fixed half way along the side elevation or at the rear of the dwellings. For example, the access to the rear of plots 100 and 101, 71 and 72 is shown with gates at the end of the pathway. The gate restricting access to the rear of plot 90 is set at the end of the pathway. Gates should be fitted flush with the front of the building line to prevent access to the side of the dwellings.

3. Front and rear doorsets should be fitted with a dusk till dawn light unit and a 13 amp non switched fused spur suitable for an alarm system.

4. **Layout** – In order to provide safe and sustainable future proof housing schemes Part 1 of Secured By Design should be implemented throughout the 118 dwellings. Encouraging clear lines of sight across the scheme discourages criminal activity. Dwellings should be orientated so that passers-by, both vehicles and pedestrians and occupiers of other dwellings provide natural surveillance over the houses and vehicles. Offenders feel uncomfortable committing crime in an open environment where suspicious activity can easily be seen.

5. The separate application for the offices and light industrial premises is outline at this stage. The industrial site should be secured at the perimeter with a security fence such as 2m high paladin. This is difficult for an offender to compromise whilst maximising natural surveillance over the scheme. Specific security advice regarding the individual plots can be provided as this section of the application progresses beyond outline e.g. in respect of lighting and landscape plans.

The Offices and Industrial units should be protected with an intruder alarm system that is monitored via an Alarm Receiving centre. Contacts should be fitted to all doors and windows as well as internally mounted sensors. Doors and windows should be tested and certificated to enhanced security standards such as PAS 24/2012 or LPS 1175. Glazing should be laminated and protected with security grilles.

Natural England

Statutory nature conservation sites -

No objection

Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Marton Mere.

Blackpool has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

Blackpool, Wyre and Fylde Health Services NHS Trust No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Assistant Director - Enterprise and Business Development No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Head of Transportation - Has made the following comments on the proposed development:

1. I have a number of fundamental problems with the proposal in the fact that all vehicle trips, new and existing are concentrated at the proposed signalised junction. A signalised junction to serve a development on this site was acceptable for many years but the situation has clearly changed with the development of The Harbour and future development connected to the wider Whyndyke Development. The new junction may create additional delay and congestion along this key corridor, more so if all trips are concentrated to one single point of entry and exit. The junction appears to operate within capacity and that is largely due to the fact that the junction is very simple with only three stages and lacking controlled pedestrian and cycle facilities.
2. Within the linsig model, the flare lengths do not appear to be long enough, this will result in potential problems for the right turners into the site during busy periods as they may block back and obstruct north bound traffic.

Clarity to be sought in how the developer anticipates the junction to operate.

3. Another key issue is how pedestrians and cyclists, including future occupiers of the residential units and staff (who may walk or cycle) associated with the B1 use are expected to negotiate the junction and the busy dual carriageway. The nearest controlled pedestrian crossings are around 400m to the west and 700m to the east.
4. The loss of the internal link onto Mythop Road cannot be supported as removing this link will concentrate all movements on the new junction which is likely to lead to further delays along Preston New Road. It could be argued that this may improve the situation at Preston New Road/Mythop Road junction, which currently operates over capacity. All it will do it shift the problem with congestion to the new junction. The model is based on a high cycle time of 120 seconds, the maximum practical cycle time.

A simple fix to this would be to close the controlled access at the Toby Carvery, with agreement with the pub operator, seeking alternative access solutions. This change could improve capacity by 30% in the pm peak at Preston New Road/Mythop Road junction – see attached Linsig review report prepared by Pell Frischmann.

5. The width of the access road scales to be approximately 5500mm - drawing no: R073/3. Acceptable for the residential estate road but not for the shared section with the B1 use. The layout connected to the loop serving the B1(c) use scales to be 6000mm. Problems may occur with access if the shared link is not of a suitable width. I do appreciate at this stage that end operators may not have been identified.

6. The layout of the footways and verge areas to be re-considered, in particular where paths run behind verge areas. It is advisable to rearrange this layout so that footways are continuous with carriageway areas. Areas that require a review are as follows:
 - New junction to Plot 9
 - New junction to Block A & B
 - Plot 102 to plot 113
7. How will the new development layout tie-in with the existing road which serves the current/retained use? The width of the existing internal access road is wider than the proposed new road. Also, there is nothing stopping a barrier being placed across the existing 7000mm wide road, leaving no safe and suitable turning facility.
8. Future residential occupiers may not be so keen to have commuters (retained use) drive past their properties each and every day. Added to this will be traffic generated by the new B1 uses.
9. The TA has forecasted growth until 2019 (only 5 years), this would seem a very minimum requirement and I would have expected forecast to 2024 and possibly 2029.
10. How will the works affect the Public Right of Way which runs to the west of the proposal site and leading to the caravan park?
11. Parking spaces have been quantified, however I am unable to identify the split between the current use, residential use and B1 uses. The residential use must allow for three car parking spaces per unit based on the size of the units There is no scope to reduce as the proposal site scores an accessibility score of 14, not 16, which make the site low accessibility with the reliance on the use of the private car being greater. Low accessibility score given as the bus service is a 20 minute bus frequency, not 15 minutes as stated.
12. Whilst not a specific comment relating to traffic and highways, consideration to be given in to the tree planting within areas that may maybe maintained by the Local Authority. Pressures on maintenance budgets may result in these areas not being maintained in future years. Further discussions are required.
13. Turning facilities should cater for bin wagons. The largest size vehicle used by Waste collection operators in Blackpool is 11mx3m. Waste collection strategy to be discussed and agreed with Waste Services.
14. With regards to point 3 above, first and foremost, an acceptable access scheme/arrangements and circulation must be agreed with Traffic and Highways. With regards to the proposed junction on Preston New Road, the design to meet the PFI specification. The junction layout proposed is unacceptable due to lack of formal crossing facilities for cyclists and pedestrians. The introduction of additional facilities will increase the cycle time in exceed of the recommended maximum 120 seconds.

The layout as it stands cannot be supported and must be reviewed so that certain movements, both vehicular and pedestrian can be staged or controlled in parallel.

Note: the scheme must fund the ongoing maintenance of the junction for the remainder of the PFI contract, 19 years remain from the initial 25 year contract period.

I consider it necessary to hardwire the existing junction at Preston New Road/Mythop with the new junction to ensure good coordination between the two.

15. Further consideration must be given to the junction of Preston New Road/Kentmere Drive, in particular the entry and exit lanes and its interaction with the proposed signalised junction.

16. There may be a requirement for the developer to dedicate land for highway purposes. This can be dealt with via the S38 or S278 agreements.

Should the proposal be supported the following works to be conditioned/information notes provided.

The access roads that are to serve the resident units to be formally adopted under a S38 agreement. The roads that connect to the B1(a) and B1(c) use will not be subject to a S38 Agreement. The link from Preston New Road to the B1 units must be constructed to a higher specification.

Details relating to limits of adoptions, construction, materials, lighting, surface water drainage to be discussed with Highway and Traffic, Blackpool Council, Layton Depot, Depot Road, Blackpool, FY3 7HW, 01253 477477.

Street lighting proposals for the development and for areas on the public highway which will be affected by the scheme (a lighting review will be required for Preston New Road) to be discussed and scope of work agreed with the PFI contractor with a view to delivering an acceptable lighting scheme. Note: The developer must allow for future maintenance of the new lighting scheme within the scheme funding.

Garages must be retained for its intended use.

A scheme to be agreed to determine the scope of works for the new junction on Preston New Road, including additional pedestrian and cycle facilities and method of control.

The reinstatement of the access link onto Mythop Road with a traffic management scheme improving access and visibility on Mythop Road.

The four nearest bus stops on Preston New Road to be upgraded to the Council's specification; the works to include new advertising shelters.

Further details required on measures proposed for cyclists and how the proposal sites will connect to existing cycle networks.

A controlled parking scheme for the development to be introduced to deal with any on-street parking issues, further discussions required with the Head of Traffic and Highways, Parking Management, Layton Depot, Depot Road, Blackpool, FY3 7HW, 0253 477477.

A separate contribution to be sought to fund a parking relief scheme in the even overspill parking occurs onto the nearby estate.

Travel Plans to be conditioned, one for each use – residential and B1.

A Construction Management Plan to be conditioned.

A separate condition to be included for wheel washing measures during construction with 15m of hardstanding being available to wash vehicles down.

A meeting has been held with the applicants and their agent and a number of issues have been resolved.

Head of Housing and Environmental Protection Service -I have had a look at the proposals and my main concern is with the industrial units being shown to be so close to the residential properties. The plans show closely planted trees as a barrier to the noise but in practice this will give very little in the way of attenuation. Should there be any form of ‘noisy’ operation it would spoil the quiet enjoyment of the outdoor amenity space of a considerable number of dwellings. In practice it would be very difficult to prevent unwanted noise from commercial properties affecting the residential properties especially with noise from any fork lift trucks and HGV’s accessing the site.

Fire Service No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Assistant Director for Transforming Schools (Residential Development) No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

WASTE- Residential - concerned that turning heads may not be large enough to cater for the size of refuse vehicle which operates in Blackpool. Concerned about the potential bin carry distances.

An amended plan has been produced showing that turning heads will accommodate Blackpool's fleet of bin lorries and identifying bin collection points.

WASTE - Commercial - No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Head of Leisure and Catering Services - No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Head of Transportation (Network Maintenance) No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

PUBLICITY AND REPRESENTATIONS

Press notice published: 11 August 2015

Site notice displayed: 23 July 2015

Neighbours notified: 27 July 2015 and 4 August 2015

Objections have been received from the following -

Mr N Thompson, Nathaniel Lichfield (on behalf of Bourne Leisure Ltd - operators of the Marton Mere Caravan Park)

A copy of the objection is appended to this report.

The main areas of objection are –

Employment uses and planning policy

Delivery of employment land

Ecological implications of the development and the assessments undertaken

Highways impact

Documentation accompanying the application

Mr and Mrs A and M Roberts, 2 Wheatlands Crescent

Have raised objections on the following grounds –

The area has already been encroached upon, by the gradual increased size of Haven Caravan Park. We often have to tolerate loud music from entertainment on this site. We are now concerned about access, congestion and the pollution that increased traffic will bring to an already busy area. We appreciate the importance of building new homes, but the diversity of this piece of land needs to be fully understood by the Planners and Councillors, when decisions are being made for its future.

This land is home to SO much wildlife - foxes, bats, hedgehogs, wild flowers and birds and the ponds home to newts, dragonflies, butterflies etc. The future planning for this land's usage needs to reflect the beauty of its surroundings. The residents of Wheatlands Crescent moved here because of its location and beauty and are extremely protective of it. The water attenuation pond, shown on the very poor map, is an indicator that you are concerned over

drainage, if you are proposing a permanent drainage pond! This in itself should instigate concerns for both the proposed use of the land and the properties local to the land. Marton Mere is that attenuation pond for the surrounding areas. Look what happened in Cornwall Place! This cannot be allowed to happen here. The attenuation pond appears to be inadequate, for the amount of run-off water from the number of homes proposed for this site. The water table seems quite high, within the area and water from the new housing development will be sent to the lowest point of the development. What is going to happen to the surrounding land? Local rate payers should not have to fund rectification of mistakes, made by Developers and the Council, as happened in Cornwall Place. The plan shows no elevation of the height of the development, relevant to surrounding properties. The proposed landscaping is also inadequate, between Wheatlands Crescent and the new properties. Also questions who will be responsible for the maintenance of the perimeter fencing

Mrs M Riley, 3 Seacrest Avenue

Has raised objections on the following grounds –

Agree the building needs to be demolished but the grounds should not be built on as it's a haven for wildlife and fauna and needs to be left as it is. You are already considering another application at Whyndyke Farm which means more green land will be lost. Do we really need another 118 houses there and all the traffic chaos that will go with it. Bad enough getting out now onto Mythop Road when it's changeover day at the caravan park so adding another 118 houses and their cars to the mix will cause complete gridlock. How about getting the builders to finish off the houses they started on the Abbatoir site many years ago? I am pretty sure a fair number of those 118 homes could be built on that brown land. Suggest you try tidying up those kinds of sites before you build on green land. Why isn't the Devonshire Road Hospital site being redeveloped?

Mr and Mrs M and J Parkinson, 225 Preston New Road

Have raised objections on the following grounds –

impact on traffic and highway safety.
additional noise and disturbance through the use of the site.
concerned about additional parking that the development could generate on Paddock Drive.

Mr C Cartmell and Ms D Grundy, 18 Wheatlands Crescent

Have raised objections on the following grounds –

impact on traffic and highway safety
the development will generate additional HGV traffic
the development will cause additional congestion
there will be noise pollution from the additional traffic
access to and egress from Kentmere Drive will be made worse
the proposal will increase the number of traffic controlled junctions on Preston New Road
loss of trees
impact on wildlife
impact on drainage

Mr S Whattam, Flat 17, Mythop Court, Mythop Road

Has raised objections on the following grounds –

The impact on the area, this is what I believe is one of only two green areas left along Preston New Road, now the Hospital has been completed. I don't think there is any great demand for a development of this type.

The effect on highway safety and parking. The Mythop Road junction in particular is already over-used at peak times, as is the stretch of Preston New Road in question. Further development can only make this worse and lead to more road traffic casualties.

The possibility of more noise and disturbance is going to be unavoidable and the proposal should be denied on these grounds alone.

Also the Police report points out the additional demand this proposal will create for local policing services, which are already thin on the ground. The negative impact on other local services, schools, doctors, is there sufficient provision for these concerns?

I rent the property I live in so have no financial interest, this is solely about another unneeded housing/light industrial development being built for no good reason. There is plenty of scope for light industrial expansion at Whitehills Business Park.

Mr A W Swan, 4 Paddock Drive

Has raised objections on the following grounds –

loss of greenfield land.

questions the need for the development.

comments on the iconic status of the NS&I building and that it should be listed.

comments that there are alternative uses for the existing building.

concerned about the adequacy of the access.

concerned about the adequacy of the existing drainage in the area.

The majority of the issues will be considered in the assessment section of this report but it is important to point out that the land has been earmarked for development since 2006 when the Blackpool Local Plan was adopted and Historic England (formerly English Heritage) has considered whether to list the building and has decided that the building does not merit listing.

NATIONAL PLANNING POLICY FRAMEWORK

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions

Paragraph 11 reiterates this requirement

Paragraph 12 states that the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless material considerations indicated otherwise. It is highly desirable that Local Planning Authorities have an up to date plan in place

Paragraph 14 states - at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or
 - specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which include to proactively drive sustainable development, promote mixed use development and secure a high standard of design and a good standard of amenity.

Paragraph 21 requires authorities to set out a clear economic vision and strategy for their area.

Paragraph 22 suggests that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of the site being used for that purpose.

Paragraph 32 states that decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site the reduce the need for major infrastructure; safe and suitable access to the site can be achieved for all people and that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraphs 47-52 deal with the supply of housing.

Paragraph 56 states that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 61 states that although visual appearance and architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

Paragraph 150 emphasises the importance of Local Plans in delivering sustainable development. It reiterates the point that planning decisions should be made in accordance with the 'Local Plan' unless material considerations indicate otherwise.

Paragraph 186 states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

Paragraph 216 of the NPPF allows relevant policies to be given weight in decision-taking according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF.

BLACKPOOL LOCAL PLAN: PART 1 - CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by the Council at its meeting on 20th January 2016. The document will be published on the Council's website in due course. In accordance with paragraph 216 of the National Planning Policy Framework significant weight can now be given to the policies of the Core Strategy. Certain policies in the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

The policies in the Core Strategy that are most relevant to this application are:

CS1 - strategic location for development

CS2 - housing provision

CS3 - economic development and employment

CS5 - connectivity
CS7 - quality of design
CS9 - water management
CS10 - sustainable design
CS12- sustainable neighbourhoods
CS13 - housing mix density and standards
CS 14 - affordable housing
CS15 - health and education
CS24 - south Blackpool employment growth
CS27 - south Blackpool connectivity and transport

None of the policies listed conflict with the policies in the Saved Blackpool Local Plan.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006 and the majority of its policies saved by direction in June 2009. The following policies are most relevant to this application:

Policy LQ1 Lifting the Quality of Design states that new development will be expected to be of a high standard of design and to make a positive contribution to the quality of its surrounding environment.

Policy LQ2 Site Context states that the design of new development proposals will be considered in relation to the character and setting of the surrounding area. New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include locations affecting the setting of a Listed Building or should be a high quality contemporary and individual expression of design.

Policy LQ4 Building Design states that in order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria:

(A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential developments will be expected to achieve a connected series of defensible spaces throughout the development.

(B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:

- (i) the width and importance of the street or space
- (ii) the scale, massing and height of neighbouring buildings.

(C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:

- (i) a base, of human scale that addresses the street
- (ii) a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements

- (iii) a roof, which adds further interest and variety
- (iv) a depth of profile providing texture to the elevation.
- (D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

Policy LQ6 Landscape Design and Biodiversity states that new development will be required to incorporate appropriate landscaping and benefits to biodiversity wherever possible, that:

- (a) enhances the spaces between and around buildings, including new streets.
 - (b) retains existing mature trees, shrubs, hedgerows and other landscape features and species, or habitats of ecological importance, within the site where possible and incorporates them into the overall design.
 - (c) makes provision for appropriate replacement planting or creation of features where the removal of existing mature landscaping or important ecological species or habitats is unavoidable.
 - (d) provides new planting of appropriate specification, including the use of indigenous species and semi-mature planting, where appropriate.
 - (e) avoids the creation of left over spaces.
 - (f) provides an adequate buffer between obtrusive developments, such as industry, and other uses.
 - (g) avoids interference with the operation of public CCTV systems where in place.
- Development proposals will be required, where appropriate, to submit a suitable and comprehensive landscaping scheme, with clear proposals for implementation and maintenance, as part of the planning application.

Policy HN4 - Windfall Sites -allows for housing development on vacant, derelict or underused land subject to caveats.

Policy BH3 Residential and Visitor Amenity states that developments will not be permitted which would adversely affect the amenity of those occupying residential and visitor accommodation by:

- (i) the scale, design and siting of the proposed development and its effects on privacy, outlook, and levels of sunlight and daylight; and/or
- (ii) the use of and activity associated with the proposed development; or by
- (iii) the use of and activity associated with existing properties in the vicinity of the accommodation proposed.

Policy BH4 - Public Safety - seeks to ensure air quality is not prejudiced, noise and vibration is minimised, light pollution is minimised, contaminated land is remediated and groundwater is not polluted.

Policy BH10 - Open Space in New Housing Developments - sets out the need for open space as part of developments and where full provision is not made a commuted sum should be sought.

Policy NE6 - Protected Species - seeks to ensure that development does not adversely affect animal and plant species that are protected.

Policy NE7 - Sites and Features of Landscape, Nature Conservation and Environmental Value - seeks to protect groups of trees, hedgerows and watercourses.

Policy AS1 General Development Requirements states that development will be permitted where the access, travel and safety needs of all affected by the development are met as follows:

- (a) convenient, safe and pleasant pedestrian access is provided.
- (b) appropriate provision exists or is made for cycle access.
- (c) effective alternative routes are provided where existing cycle routes or public footpaths are to be severed
- (d) appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided.
- (e) appropriate provision exists or is made for public transport.
- (f) safe and appropriate access to the road network is secured for all transport modes requiring access to the development.
- (g) appropriate traffic management measures are incorporated within the development to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport.
- (h) appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B.

Where the above requires the undertaking of off site works or the provision of particular services, these must be provided before any part of the development comes into use.

Policy AS2 New Development with Significant Transport Implications states that new developments which would generate significant levels of travel will only be permitted in locations which have good access to the existing main highway network and which are well served by sustainable modes of transport. All proposals at or exceeding 500sqms gross floor area will be required to be supported by a simple Transport Assessment. A comprehensive Transport Assessment and a Travel Plan will be required for all proposals at or exceeding the thresholds set out in Appendix B. Where the above requires the undertaking of off site works or the provision of particular services, these must be provided before any part of the development comes into use. The Council will refuse development which generates excessive or inappropriate traffic in the locality.

Policy DE1 Industrial and Business Land Provision states that land within the defined industrial /business estates will be retained for industrial/business use. The NS&I site is deemed appropriate for office/research and development.

Supplementary Planning Guidance 11: Open Space: provision for new residential development & the funding system

EVIDENCE BASE TO THE BLACKPOOL LOCAL PLAN: CORE STRATEGY

Blackpool Employment Land Study (BELS) 2014 - identifies the Preston New Road site as a secure 11.9 hectares site. The extract from the study is reproduced below:

PRESTON NEW ROAD (NS&I SITE)

4.46 This is a secure 11.9ha site owned and occupied by the NS&I Government Department. The site was developed in the 1970s and comprises a main office complex (consisting of three main buildings) and a stand-alone office building to the rear, within landscaped grounds. It is well located in relation to the strategic highway network, with convenient access to Junction 4 of the M55 motorway and a strong presence on the A583 Preston New Road, although access into the site is currently via Mythop Road.

4.47 Land on the western side of the site remains undeveloped. Until recently it was envisaged this would be developed as a second phase for the NS&I (planning permission was granted for this purpose in 1994), however NS&I have confirmed this land is now surplus to their requirements. They have also confirmed the wider site is much larger than needed for current/future operations, with existing buildings being inefficient and expensive to run and containing empty space. The whole site was marketed by DTZ in 2008; this did not produce the required results and so it has been recently considered as part of the Government's national programme to dispose of surplus public sector lands.

4.48 NS&I have stated their intentions to remain on part of the site, although consider that in order to secure future employment uses, it will be necessary to redevelop the site with modern, fit for purpose employment premises suitable for them as well as new end-users. They have confirmed that constraints to redeveloping the site, including high demolition costs, site clearance and the provision of new/replacement infrastructure mean that enabling development with a higher land value will be necessary to make a proposal viable.

4.49 This site remains one of Blackpool's better located employment sites and is considered to be an attractive employment location. There is an opportunity for direct access off Preston New Road, subject to planning permission, which would make it more attractive and increase its prominence.

The site continues to remain suitable for employment use and presents a medium-long term redevelopment opportunity to improve occupancy levels, with modern employment premises for existing and new end-users. This would be attractive to the market, capitalising on the excellent motorway access and benefitting from/supporting the role of this area i.e. land around Junction 4 of the M55 as being a key spatial priority for economic development in the Fylde Coast sub-region. To facilitate site regeneration, it is understood some enabling development is necessary to secure the future employment use of the site. Any enabling development would need to be robustly justified.

Recommendation: Retain as safeguarded employment land and support opportunities for refurbishment or redevelopment to provide modern employment premises for existing /

new occupiers. Some enabling development will be considered providing this is robustly justified and would not compromise other Core Strategy objectives

Employment Land Technical Paper 2014 - provides justification and explanation of the Council's approach to meeting future employment land requirements over the plan period to 2027. There are 13 main industrial/business locations in the town which are safeguarded for employment use in the current Local Plan. These locations amount to 182.1 hectares of land of which 21.6 hectares remained undeveloped at the time the paper was produced. Of these 21.6 hectares it is considered that 11 hectares is reasonably attractive, suitable and available for development and that some may be lost as part of an enabling development scheme giving a total of 17.8 hectares. Based on past take up rates a requirement of 31.5 hectares is identified for the period up to 2027. The document suggests safeguarding the existing employment allocations and recognises the commitment of Fylde Borough Council to provide 14 hectares of land to meet Blackpool's requirements as part of the Duty to Cooperate (our shortfall is identified as 13.7 hectares).

In paragraph 3.10 reference is made to Policy CS3 of the Blackpool Local Plan: Part 1 - Core Strategy and in particular that in order to facilitate regeneration, redevelopment opportunities which introduce a suitable mixed-use development, including housing, will be considered in exceptional circumstances on a small minority of sites where this would secure the future business/industrial use of the site. Any enabling development would need to be robustly justified and not conflict with wider plan objectives. This will strengthen Blackpool's employment offer by helping to retain existing occupiers and attract new businesses. This redevelopment will be a particularly important element of supply going forward by helping to retain and improve existing employment land. It will also make available land within those areas more attractive to develop. Specific opportunities for redevelopment are identified in the BELS, which includes a number of estates within South Blackpool that are currently under-occupied and in need of comprehensive improvement.

ASSESSMENT

Principle of the development

The site is allocated for employment purposes in the current Local Plan and hence technically the application represents a departure from the current plan. However, the Local Plan dates from 2006 and in the intervening years circumstances have changed in that NS&I have contracted rather than expanding onto the undeveloped land within its site, the existing premises have gradually become surplus to requirements and have been vacated. A marketing exercise has been undertaken and has not resulted in a tenant for the whole of the premises. The modernisation of the premises is not deemed economically viable and as with other NS&I sites throughout the country there has been pressure from Central Government to dispose of the surplus part of the site. At national level planning policy has changed in terms of advising local planning authorities not to protect employment land where there is no realistic prospect of it being developed. In addition there is a drive to promote mixed use developments and promote new housing development to meet the country's needs. Against this backdrop the Council was approached regarding the site's future. In pre-application

discussions the Council was mindful of its need for employment land in terms of the emerging Core Strategy and the significance /attractiveness of this site in terms of the portfolio of employment sites across the town. It was also mindful of the issues associated with the attractiveness of the existing premises to other employment users and the access arrangements to the site. The Council recognised that some enabling development may be needed to bring about a regeneration of this site.

The current application emanated from the discussions and seeks to meet a number of objectives –

- Providing a better access to the site from the more prominent site frontage on Preston New Road
- Providing land for office and light industrial development
- Providing housing to meet the Council’s five year land supply and provide a qualitative improvement to the housing stock by the addition of three and four bedroom family homes

Although the housing element is a departure from the current Local Plan there are material considerations which outweigh this conflict and demonstrate a closer alignment to national policy and the now adopted Core Strategy. There is concern that the loss of some of the employment land could be seen as contrary on the part of the Council given the Council is having to look to Fylde Borough Council to provide employment land to meet Blackpool’s future needs but this needs to set against the circumstances on the site and the need to look for a solution in bringing the site occupied by the vacant NS&I building back into use. The viability information submitted by the applicant has been considered by Property Services officers and it is considered acceptable in demonstrating the need for the residential development to cross fund the provision of the employment land. The principle of the development is therefore considered acceptable and consistent with Policies CS1, CS2, CS3 and CS24 of the adopted Core Strategy and consistent with paras 14, 17 and the economic and housing sections of the National Planning Policy Framework.

Phasing of the development

A key concern is that in seeking to support the principle of the development the enabling part of the development does just that i.e. that it brings forward the site occupied by the NS&I building for future office and light industrial use. To this end it is considered that a Section 106 agreement is need to ensure key objectives are met.

The housing element

The housing element of the proposal would deliver a mix of three and four bedroom properties and a mix of detached, semi detached and terraced houses. The layout would provide family dwellings set in an attractive setting with a linear swathe of open space and set back from Preston New Road. The layout has been designed to be primarily outward looking – facing the pond, houses in Wheatlands Crescent to the west and Preston New Road/the new access road whilst still achieving a density of 40 houses per hectare. The layout seeks to minimise the impact on neighbouring residents. The linear open space would stretch from the

Preston New Road frontage of the site and link to the retained pond. The existing perimeter fence along the western and northern boundaries of the site would be retained and there would be additional planting by the perimeter fence. The levels on the site would be lowered slightly on that part of the site adjacent to Wheatlands Crescent but it is acknowledged that the proposed houses would still be set on a level higher than those on Wheatlands Crescent. However the separation distances would be a minimum of 31 metres for the side on property on Plot 40 to in excess of 35 metres with properties facing the properties in Wheatlands Crescent. This distance when added to the existing belt of tree planting in Wheatlands Crescent and the proposed planting on the application site is considered acceptable to avoid unduly affecting the amenities of the occupiers of the properties in Wheatlands Crescent.

A scheme of 118 houses would normally require an affordable housing quota of 35 properties (30%) or a commuted sum in lieu of on site provision. The viability assessment submitted demonstrates that the development cannot support this and indeed demonstrates that the costs associated with bringing the employment land forward (demolition etc.) mean that the development cannot fund education provision either. The Property Services Officers concur with this view and consider the assessment is robust in its assessment of sales values and build costs for the proposed houses.

The perimeter landscaping and landscaping within the development should provide an attractive setting for the residential development.

Employment element

The employment layout is indicative at this stage but it does preserve the swathe of open land on the Preston New Road frontage to the site and the open land to the rear of the houses fronting Mythop Road. In addition it would preserve an open strip of some 17 metres to the caravan park. It is expected that the buildings will be significantly lower than the existing NS&I building and therefore the amenities of residents should not be affected. The indicative layout shows a mixture of freestanding office buildings and terraced light industrial units with associated landscaping and parking.

Although Environmental Protection Officers have raised concerns regarding the proposed proximity of the proposed employment uses to the proposed housing it is felt that as the proposed employment uses would either be light industrial or offices they would be unlikely to significantly affect the amenities of the future occupiers of the houses.

Drainage

The development is not at risk of flooding so the main issue is ensuring that the proposed development does not cause flooding elsewhere. The drainage principles for the development have been agreed with United Utilities based on on-site attenuation of surface water as a SUDS solution would not work and there is no watercourse on the site to connect to. Given United Utilities have agreed the principles it is considered that the proposed development would not affect surrounding residents.

Ecology

The ponds on the site have been surveyed for the existence of newts and none have been found. There is some concern that the surveys were last undertaken in 2011 but it has to be borne in mind that the site is bounded by a caravan park, residential development and a busy dual carriageway so there is no undisturbed corridor along which newts could migrate to the ponds on the site. The site is a mixture of managed grassland and unmanaged scrub and self seeded areas of planting. It is acknowledged that some of this will be lost but planting of native species will be undertaken in mitigation and a corridor will be retained on the western side of the site linking to the retained pond.

The existing building is not considered suitable as a roost for bats but the applicant is aware of the need to undertake a survey prior to the demolition of the building and take the necessary mitigation measures if roosts are found.

The Committee will note that Natural England has not raised any objection in terms of the proximity of the site to the Marton Mere SSSI.

Highways

Discussions have been held with the applicants and their agent regarding the new road junction to Preston New Road and the internal road layout. The principle of a new traffic light controlled junction is considered acceptable and amendments to its design have been produced to show a toucan crossing (cyclists and pedestrians) and appropriate lane widths. The internal road layout of the housing development has been amended to show that the turning heads can accommodate the size of bin lorry operating in Blackpool (11 metres by 3 metres). It is considered that the internal road layout and the new junction are satisfactory to cater for the development and will not be detrimental to highway and pedestrian safety. It has been suggested to the applicant's that they retain the Mythop Road link as an exit only and this is being considered by them. The proposal would include the upgrading of the two nearest bus stops.

Other Matters

Members will note the letter submitted on behalf of Bourne Leisure. Officers have responded to the points raised in the letter.

CONCLUSION

The site is allocated for employment purposes in the current Local Plan and contains vacant buildings and land allocated for office and research/development. The existing buildings were considered for listing by Historic England but not considered worthy of listing. The site has been marketed without success and through pre application discussions and the emerging Core Strategy the principle of redeveloping the site as a mixed development (housing and employment) has been supported. The rationale is that the housing development on the greenfield part of the site will 'enable' the demolition of the existing buildings to take place

and the resulting land be made available for employment uses (offices and light industrial uses). The existing NS&I operation in the Moorland Building would remain. The proposal is considered to be consistent with the principles of the National Planning Policy Framework, and policies in the Local Plan and recently adopted Core Strategy in terms of achieving sustainable development. There is conflict with some policies, principally relating to affordable housing, open space, education but the viability of the overall proposals explains the reason for this conflict and justifies it. The benefits of the proposal in assisting with the Council's housing land supply, in providing family housing in an attractive setting, in bringing forward land for employment uses with a better access mean that the proposal is supported but a Section 106 Agreement is required to cover the phasing of the development. The recommendation is therefore to approve in principle subject to the completion of a Section 106 Agreement and for your Head of Development Management to issue the decision upon its completion.

11 conditions are suggested for the outline part of the application and 16 for the detailed part and these are listed below.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

It is recommended that the granting of any planning permission is subject to the signing of a Section 106 legal agreement relating to the phasing of the development to ensure that the planning permission delivers both the housing and employment elements.

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

Planning Application File(s) 15/0420 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Defer for Legal Agreement

Conditions and Reasons

1. **Full planning permission for 118 houses and new access from Preston New Road**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

1. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:

- Layout
- Scale
- Appearance
- Access
- Landscaping

ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. **Full planning permission for 118 houses and new access from Preston New Road**

The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on including the following plans:

plan numbers to be confirmed

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

2. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

Prior to the demolition of the former National Savings and Investments offices a building recording and analysis for the former National Savings and Investments offices shall be undertaken. This must be carried out in accordance with a timetable and written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason- To ensure and safeguard the recording and inspection of matters of archaeological and historical importance associated with the building in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016.

3. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

Before the former National Savings and Investments office building is demolished a bat survey shall be undertaken and the results of the survey shall be submitted to and be agreed in writing by the Local Planning Authority. If bats are found to be present no demolition shall take place until a scheme of mitigation has been submitted to and be agreed in writing by the Local Planning Authority.

Reason: In the interests of safeguarding protected species in accordance with Policy NE5 of the Blackpool Local Plan 2001-2016.

3. **Full planning permission for 118 houses and new access from Preston New Road**

Details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016.

4. **Full planning permission for 118 houses and new access from Preston New Road**

(a) No development or other operations shall commence on site until a scheme (hereinafter called the approved protection scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site has been submitted to and approved in writing by the Local Planning Authority.

(b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil

moving, temporary access construction and or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved scheme are in place.

(c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme are in place.

(d) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior written agreement of the Local Planning Authority has first been sought and obtained.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, having regards to Policy LQ6 of the Blackpool Local Plan 2001-2016.

4. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

(a) No development or other operations shall commence on site until a scheme (hereinafter called the approved protection scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site has been submitted to and approved in writing by the Local Planning Authority.

(b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved scheme are in place.

(c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme are in place.

(d) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior written agreement of

the Local Planning Authority has first been sought and obtained.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, having regards to Policy LQ6 of the Blackpool Local Plan 2001-2016.

5. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routeing of construction traffic

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

5. **Full planning permission for 118 houses and new access from Preston New Road**

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period

- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of construction traffic

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

6. **Full planning permission for 118 houses and new access from Preston New Road**

No development shall be commenced until a desk study has been undertaken and agreed in writing with the Local Planning Authority to investigate and produce an assessment of the risk of the potential for on site contamination. If the desk study identifies potential contamination, a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been agreed in writing with the Local Planning Authority. If remediation methods are then considered necessary, a scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the commencement of the development. Any changes to the approved scheme shall be agreed in writing with the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

6. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

No development shall be commenced until a desk study has been undertaken and agreed in writing with the Local Planning Authority to investigate and produce an assessment of the risk of the potential for on site contamination. If the desk study identifies potential contamination, a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been agreed in writing with the Local Planning Authority. If remediation methods are then considered necessary, a scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the commencement of the development. Any changes to the approved scheme shall be agreed in writing with the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

7. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

No development shall take place until a programme of archaeological work has been implemented in accordance with a written scheme of investigation to be first submitted to and approved in writing by the Local Planning Authority.

Reason: The site is within an area where there may be important features of archaeological interests and so appropriate investigation and safeguarding is necessary in accordance with the National Planning Policy Framework.

7. **Full planning permission for 118 houses and new access from Preston New Road**

a) No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, areas of soft landscaping, hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.

b) The landscaping works shall be carried out in accordance with the approved details within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.)

c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason. To ensure the site is satisfactorily landscaped in the interests of visual amenity and to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall with regards to Policy LQ6 of the Blackpool Local Plan 2001-2016.

8. **Full planning permission for 118 houses and new access from Preston New Road**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) the garages shall not be used for any purpose which would preclude their use for the parking of a motor car.

Reason: In the opinion of the Local Planning Authority the retention of parking space within the site is of importance in safeguarding the appearance of the locality and highway safety, in accordance with Policies AS1 and LQ1 of the Blackpool Local Plan 2001-2016.

8. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

Foul and surface water shall be drained on separate systems. Prior to the commencement of any of the B1 development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy BH4 of the Blackpool Local Plan 2001-2016.

9. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

Prior to the construction of any above ground structures a lighting strategy for the B1 development shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall then be implemented as part of the development and retained as such.

Reason: To safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016

9. **Full planning permission for 118 houses and new access from Preston New Road**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse which fronts or is side onto a road.

Reason: The development as a whole is proposed on an open plan layout and a variety of individual walls/fences would seriously detract from the overall appearance of the development and would be contrary to Policy LQ2 of the Blackpool Local Plan 2001-2016.

10. **Full planning permission for 118 houses and new access from Preston New Road**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no change of use from Use Class C3 (the subject of this permission) to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

10. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

No trees to be removed as part of the development shall be removed during the bird breeding season (March - August in any calendar year).

Reason: To safeguard birds in accordance with Policy NE7 of the Blackpool Local Plan 2001-2016.

11. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

No development approved by this permission shall be commenced until details of the finished floor levels of the proposed B1 use buildings and any alterations to existing land levels have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved levels unless otherwise approved in writing by the Local

Planning Authority.

Reason: To safeguard the character and appearance of the area in accordance with Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1, LQ2, LQ4 and BH3 of the Blackpool Local Plan.

11. **Full planning permission for 118 houses and new access from Preston New Road**

None of the approved dwellings shall be occupied until the new junction shown on dwelling no.s **(to be confirmed)** has been constructed and is operational.

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

12. **Full planning permission for 118 houses and new access from Preston New Road**

No development shall take place until a programme of archaeological work has been implemented in accordance with a written scheme of investigation to be first submitted to and approved in writing by the Local Planning Authority

Reason: The site is within an area where there may be important features of archaeological interests and so appropriate investigation and safeguarding is necessary in accordance with the National Planning Policy Framework.

12. **Outline Planning Permission for the demolition of the existing National Savings and Investments Building and erection of offices and light industrial premises with associated roads, parking/servicing and landscaping**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no change of use from Use Class B1 (the subject of this permission) to Use Class C3 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard this employment land to meet the current and future employment needs of the town in accordance with Policy CS3 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy DE1 of the Blackpool Local Plan 2001-2016.

13. **Full planning permission for 118 houses and new access from Preston New Road**

The surface water drainage for the development hereby approved, shall be carried out in accordance with principles set out the submitted Flood Risk Assessment Ref no. 880516-R1 (02) Dated 15th April 2015 which was prepared by RSK. For the avoidance of doubt, surface water from the residential area must drain in line with Engineering Appraisal Drawing 880516 / 10-03 P4, which included in the FRA,

where part of the residential area drains into Wheatlands Crescent at a maximum pass forward flow of 5 l/s and part of the residential area drains into Preston New Road at a maximum pass forward flow of 11 l/s. Unless otherwise agreed in writing by the Local Planning Authority, all other areas must drain to watercourse at existing greenfield runoff rates. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy.

14. **Full planning permission for 118 houses and new access from Preston New Road**

Prior to the commencement of any development, details of the foul drainage scheme to serve the housing development shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. No dwelling shall be occupied until the approved foul drainage scheme has been completed to serve the housing development, in accordance with the approved details. This development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure the site is satisfactorily drained and in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy.

15. **Full planning permission for 118 houses and new access from Preston New Road**

Prior to the construction of any above ground structures a scheme for the provision of bat and bird boxes and a timetable for implementation shall be submitted to and agreed in writing by the Local Planning Authority before the building hereby approved is first brought into use. Works shall then proceed in accordance with the agreed scheme and shall be maintained for as long as the building hereby approved is in use.

Reason: In order to ensure that levels of biodiversity across the site are maintained and enhanced where possible in accordance with the provisions of the National Planning Policy Framework and Policy LQ6 of the Blackpool Local Plan 2001-2016.

16. **Full planning permission for 118 houses and new access from Preston New Road**

No trees to be removed as part of the development shall be removed during the bird breeding season (March - August in any calendar year).

Reason: To safeguard birds in accordance with Policy NE7 of the Blackpool Local Plan 2001-2016

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.
2. The grant of planning permission will require the developer to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Highways Department (Tel 01253 477477) in the first instance to ascertain the details of such an agreement and the information provided.

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REV	DESCRIPTION	DATE
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Rowland
 Rowland Homes Limited
 Farington House, Stanfield Business Park, Stanfield Lane,
 Leyland, Lancashire PR25 4UA
 Tel: 01772 621166 Fax: 01772 623552 www.rowland.co.uk

DRAWING
LOCATION PLAN

PROJECT
NS&I BLACKPOOL

SCALE	1:2500 @ A3	REV.		DRAWING No.	R073/1000
DATE	MAY 2015				
DRAWN	RHL				

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Mr G Johnston
Blackpool Council
Development Management Section
PO Box 17
Corporation Street
Blackpool FY1 1LZ



14 Regent's Wharf
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020 7837 4477
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nlplanning.com

Date 11 September 2015
Our ref 04051/68/NT/NMa/9628836v4
Your ref 15/0420

Dear Mr Johnston,

Blackpool: Planning Application submitted by Rowland Homes Ltd and NS&I at Department for National Savings & Investments Site, Mythop Road, Blackpool FY3 9YP (Ref: 15/0420)

Bourne Leisure Ltd has asked that we respond to the hybrid planning application (ref: 15/0420) submitted by Rowland Homes Ltd and NS&I at the Department for National Savings & Investments Site, Mythop Road, Blackpool.

Bourne Leisure operate the Marton Mere Caravan Park (on land owned by Blackpool Borough Council) which abuts part of the application site. You will appreciate that the Park contributes significantly to the area's tourism offer and provides significant economic benefits to the local and wider area. In the widest sense, it is an employment use. Following a thorough review of the planning application we have identified a number of significant concerns with the application proposals and Bourne Leisure Ltd therefore OBJECTS to the planning application for the reasons set out below. The reasons relate to compliance with planning policy relating to employment uses, deficiencies with the submitted application documentation and also to general concerns in respect of those planning considerations pertinent to the determination of this application.

Employment Uses on the Site and Planning Policy

The application site is allocated as Industrial / Business Land under saved Policy DE1 of the Blackpool Local Plan. More specifically, it is located within identified site 'E3 Preston New Road' which is allocated for Class B uses only. The basic policy position is, therefore, one of securing the use of this site for further employment generating uses.

The main concern relates to the proposed introduction of residential development on a site which is designated for employment use. As highlighted below, if the Council intend to show some flexibility in terms of the acceptable uses on this site, Bourne Leisure considers that a mixed use site comprising an extension to the caravan park and employment uses would be much more appropriate from a policy position than the current proposals. A caravan park, whilst a designated leisure use generates capital investment, jobs and increased trade in the local community. This use would be complimentary to wider employment uses on the site.



The section relating to Employment in the applicant's Planning Statement (paragraph 4.4) refers to the submitted viability assessment. It states that *'The viability assessment demonstrates that the site has been marketed in excess of five years with little or no interest.'* It then goes on to state that *'given the need to address site constraints, including the provision of a new access off Preston New Road and given the supply and take up of Use Class B1 space in the Borough, the viability assessment demonstrates that higher value end uses will be required on part of the site to assist the delivery of employment premises.'*

We would dispute the above comments in relation to the interest shown in the site. Bourne Leisure Ltd has shown more than just "a little interest" in the site over the last couple of years including putting in a bid on 10 October 2013 (approved by its Board) to purchase the site and discussions with Blackpool Council Chief Executive and Assistant Chief Executives for Built Environment and Regeneration, Tourism and Culture in respect of the site. Bourne Leisure Ltd is a committed and well respected employer in the area and is always looking to improve the tourism offer to visitors to the area.

Bourne Leisure Ltd is clearly a key employment generator and a major contributor to the local economy through both direct employment provision and indirect employment provision through its use of local services and suppliers. As a result, it is clear that there are non-residential uses for the site which would retain and enhance the site as a significant employment generator, meeting the aspiration of policy DE1 of the Local Plan. We are concerned that this potential is not being explored further particularly as this approach would be compliant with existing local policy and would not rely on inappropriate residential development having to be brought forward.

Delivery of Employment Land

We can find no references in any of the submitted documentation to any trigger points which control the delivery of the future employment site particularly with regards to requirements to:

- i Demolish all the existing buildings;
- ii The conditions of the cleared site;
- iii The assumed basis on which the development site will be marketed and development values.

Can the Council identify whether there are controls proposed to require the applicant to demolish the existing office buildings and bring forward the remaining land (for employment uses)? Should planning permission be granted the Council will need to ensure that appropriate trigger points and phasing of the residential development is controlled through a s106 Agreement.

Notwithstanding the above comments relating to planning policy compliance, we recognise that the Council has an application to determine and, as such, we highlight below a range of issues relating to the submitted application.

Ecological Impact Assessment and Risk Assessment for Great Crested Newts

The information provided explains that surveys were undertaken of the site in 2007, 2008 and 2011 and a desk-top assessment was repeated in 2012 using various web based resources. No further survey work appears to have been done since 2012. Most concerning is the lack of any recognition relating to requirements for bat survey work particularly as proposals involve the demolition of buildings.



In these circumstances, we are not convinced that the Council has been provided with up-to-date information on habitats or protected species (including bats, great crested newts, water vole or breeding birds). These reports appear to be insufficient to allow the Council to make an informed assessment of ecological matters and, as a result, further extensive survey work is required to allow the application to be determined.

Highways Impact

We are concerned about the implications of the proposed new access to and from the site proposed on Preston New Road - the main dual carriageway leading into and out of Blackpool town centre and a road designated in the Local Plan as a '*primary distributor route*'. The proposals may cause congestion and highway safety concerns, as traffic would have to cross a busy and at peak times congested dual carriageway.

Insufficient accompanying documentation

An application of this nature and scale should be accompanied by the following documentation:

- 1 Noise and Vibration Assessment – to consider the demolition, construction and operational implications of the proposed development (particularly in relation to the proposed commercial units and the impacts on those staying at Marton Mere (and such analysis should address impacts on nearby residents).
- 2 Visual Impact Assessment – to assess the implications of the development particularly in respect of the statutory designations affecting the site.

These are standard application requirements for a development such as the one being applied for, regardless of the fact that part of the application is made in outline form. Without the above information officers remain unable to undertake a robust assessment of the merits of the application.

Viability Assessment

We note a Viability Assessment has been provided and we would wish to be informed about how the Council will undertake an independent assessment of the document, particularly to determine whether the land value set against future employment uses appropriate. We consider that a broad range of employment uses should be assessed, including leisure uses.

Screening letter and EIA

The Screening Opinion provided by the Council is dated November 2014. Since this date, including amended EIA Regulations 2015 have been introduced – the assessment of whether the application constitutes EIA development or not should have been based on the new Regulations.

We trust the above comments will be given full consideration during the determination of the application. As outlined in this letter, the application contains several deficiencies in terms of the level and quantity of information provided to accompany the application. As a result in the current form this planning application should be refused.

Should further information or changes to the scheme be provided we would reserve the right to provide additional comments.

If you wish to discuss any aspect of this letter further please do not hesitate to contact me.



Yours sincerely,



Nicholas Thompson
Senior Director, Head of Major Projects and Design

Cc I. Pennell Bourne Leisure
 M. Brunton A&M Architectural Partnership LLP

COMMITTEE DATE: 05/04/2016

Application Reference: 15/0451

WARD: Waterloo

DATE REGISTERED: 25/09/15

LOCAL PLAN ALLOCATION: Resort Neighbourhood

APPLICATION TYPE: Outline Planning Permission

APPLICANT: Waldorf, Kimberley and Henderson Hotels

PROPOSAL: Erection of part 5 /part 7 storey block of 99 self-contained permanent flats with car parking for 94 vehicles, access and associated works following demolition of existing hotels.

LOCATION: 585-593 PROMENADE AND 1 WIMBOURNE PLACE, BLACKPOOL, FY4 1NQ

Summary of Recommendation: Defer for Legal Agreement

CASE OFFICER

Gary Johnston

SUMMARY OF RECOMMENDATION

The application proposes a loss of holiday accommodation in an area of protected holiday accommodation and its replacement with permanent accommodation - a mixture of one bedroom, two bedroom and three bedroom flats. The protection was first instigated in 2006 through the Blackpool Local Plan and subsequently in 2011 through the Holiday Accommodation Supplementary Planning Document. Since 2011 the Crescent has been significantly affected by the closure and boarding up of hotels and the fire damage at the Palm Beach Hotel. This represents a significant material change in circumstances since 2011. The replacement of the Palm Beach Hotel with a Hampton by Hilton Hotel will represent significant holiday accommodation investment in the area and whilst it is not directly linked to that proposal this proposal would provide for a new residential offer envisaged by Policy CS23 of the Blackpool Local Plan : Part 1 - Core Strategy. If members are minded to grant planning permission on this basis it is recommended that the application be delegated to the Head of Development Management to issue the decision subject to -

- (a) the completion of a Section 106 Agreement in relation to the payment of a commuted sum in lieu of on site provision of 30% of the flats as affordable housing.
- (b) the receipt of amended plans showing an acceptable transition between the proposed development and the remainder of the Crescent to the north and with the Ocean Bay Hotel to the north.

INTRODUCTION

Bourne Crescent fronts onto New South Promenade, from Burlington Road West in the north to Harrowside West in the south and is bisected by Wimbourne Place. The present application site involves approximately one quarter of the Crescent, immediately north of Wimbourne Place and comprises the Kimberley, Waldorf and Henderson hotels.

Planning permission was refused for the erection of residential development on the site of between 3 and 11 storeys, comprising 166 apartments, with leisure facilities and associated car parking, servicing and landscaping on 21 December 2009 for the following reasons (9/0815 refers)

- 1 The proposal fails to make any significant provision for holiday accommodation within the scheme and an absence of holiday accommodation here would set an adverse precedent for other similar applications elsewhere along the Promenade driven by high residential values, which could undermine the wider ambitions to revitalize Blackpool's staying holiday market. As such, the proposal is contrary to Policy RR9 of the Blackpool Local Plan 2001 - 2016.
- 2 The plans are insufficient to accurately assess the impact of the proposal on the residential amenities of existing residents in Clifton Drive to the east, in terms of loss of privacy, loss of light, overbearing impact and the Human Rights Act. In the absence of accurate drawings, the proposal would be contrary to Policy BH3 of the Blackpool Local Plan 2001-2016.
- 3 Notwithstanding reason 2, the proposal fails to provide any accessible Public Open Space provision on this site to meet the needs directly arising from this development and is therefore contrary to the requirements of Policies BH10 and BH3 of the Blackpool Local Plan 2001-2016.
- 4 Notwithstanding reason 2, the proposal makes insufficient provision to meet the needs of Blackpool residents for affordable housing and is therefore contrary to Policy HN8 of the Blackpool Local Plan 2001 - 2016.

A subsequent application was submitted for the erection of residential development of between 6 and 10 storeys above ground, comprising 146 apartments, with leisure facilities and associated car parking, servicing and landscaping - 10/0476 refers. This application has never been determined in part because of the changed circumstances regarding the Crescent. There have been lengthy discussions with the applicant's agent regarding the proposed site and the height of development which may be acceptable on the site.

Recently, planning permission (15/0271) was granted for redevelopment of the Palm Beach Hotel (immediately to the south of this site) for the erection of a 130 bedroom hotel of four storeys in height, with associated car parking at ground level and servicing. Outline planning permissions 09/0616 and 09/0617 have also been granted in principle by Committee (subject to a Section 106 Agreements relating to various issues) for mixed use

hotel/permanent flat developments on the north and south extremities of the Crescent but these have not progressed because the Section 106 Agreements have not been signed.

SITE DESCRIPTION

This 0.4 hectare site is on New South Promenade to the south of Blackpool Pleasure Beach, and consists of a block of holiday accommodation premises comprising the Henderson, Waldorf (trading) and Kimberley (boarded up) hotels, immediately north of Wimbourne Place. The Palm Beach Hotel is to the south (across Wimbourne Place) and other hotels to the north. The properties were built in the 1920s / 1930s within a uniform terraced arc, set back behind Bourne Crescent, to the front of which is a walled area of public open space directly on the Promenade frontage. To the rear of the existing hotels is a service road, across which are two storey houses and flats fronting Clifton Drive.

The Crescent is within the Pleasure Beach Promenade Frontage (Main Holiday Accommodation Promenade Frontage) in the Holiday Accommodation Supplementary Planning Document.

DETAILS OF PROPOSAL

The submitted proposal is in outline with access, layout, appearance and scale currently applied for; landscaping is a reserved matter. The application is for demolition of the existing buildings within the application site and replacement with 99 residential apartments spread over between three and seven storeys.

Over the whole development, the height would gradually increase towards the south end of the site and would taper towards to the properties to the rear. The building would have a distinct base and there would be two entrances to the flats on the New South Promenade frontage. There would be a curved glazed elevation to the New South Promenade/Wimbourne Place corner of the building. The corner would also be built up to give it some prominence. The top floors would be glazed to give the building a lighter appearance. A high proportion of the flats would have balconies to make the most of the sea view. The building would be set back on a similar building line to the existing Crescent. The projecting wings at the rear of the building would taper to three storeys and one wing would extend to the back street and one would be offset by some 8 to 10 metres from the back street. The flats would comprise 23 one bedroom flats, 68 two bedroom flats and 8 three bedroom flats.

Vehicular access to the site is proposed from a new accesses formed to the back street, which would lead into the car parking spaces. The total parking on site would amount to 83 cars. In addition cycle parking would be provided. Bin storage would also be provided to the rear of the building and the car parking area would incorporate some landscaping. The proposal is supported by a Design & Access Statement, Flood Risk Assessment, Transport Statement, Bat Survey and viability report regarding the hotels

MAIN PLANNING ISSUES

The key issues relate to the principle of the development in terms of managing holiday bed spaces in the town (Policy CS23 of the Core Strategy) and the Holiday Accommodation Supplementary Planning Document (SPD); design Policies LQ1, LQ2, LQ3 and LQ4 (and CS7 of the Core Strategy), amenity policy BH3; and accessibility policies AS1 and AS2.

Key specific issues relate to:

- principle of the proposal
- comprehensive redevelopment of the site
- scale and impact on residential amenity
- traffic/transportation issues

These issues will be discussed in the assessment section of this report.

CONSULTATIONS

United Utilities Plc (Water)

Drainage Comments

In accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Building Regulations H3 clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

- a) an adequate soak away or some other adequate infiltration system, (approval must be obtained from local authority/building control/Environment Agency); or, where that is not reasonably practical.
- b) a watercourse (approval must be obtained from the riparian owner/land drainage authority/Environment Agency); or, where that is not reasonably practicable) a sewer (approval must be obtained from United Utilities).

Drainage Conditions

United Utilities will have no objection to the proposal provided that the following conditions are attached to any approval:

Foul Water

- Prior to the commencement of any development, details of the foul drainage scheme to serve the development shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. This development shall be completed maintained and managed in accordance with the approved details.

Surface Water

- Prior to the commencement of any development, details of the surface water drainage scheme to serve the development shall be submitted to and approved in writing by the Local Planning Authority. Surface water shall be drained on a separate system. This

development shall be completed maintained and managed in accordance with the approved details.

Police Architectural Liaison Officer

The Crime Impact Statement is formed based on local crime figures and trends, incidents reported to the police and community knowledge gathered from local policing teams. It is with this knowledge and policing experience that the recommendations made are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development.

Observations

This type of development at this location creates multiple targets for property crime of burglary, theft and damage, which will have a substantial bearing on the types of security required to maintain a sustainable development.

Recommendations

This prestigious development should be built to Secured by Design standards.

Consideration should be given to the installation of laminated glazing to all doors and windows to the ground floor aspects and others deemed to be easily accessible or vulnerable.

The complex should utilise a comprehensive access control system to prevent unauthorised access to the premises. Access to these areas should be restricted to only those that require it to maintain the security and integrity of the complex. A proximity card/fob driven system would be the most appropriate, flexible and sustainable for this type of complex. (Vandal resistant readers are available for external use where required.)

All car parks associated with the development should aim to achieve the Park Mark safer parking award. A comprehensive access control system should also be used to ensure only authorised use of the facility.

CCTV coverage of the site should be considered for all areas and parking facilities.

Consideration should be given to Crime Prevention Through Environmental Design (CPTED). This relates to the layout and landscape features of the development.

Further advice on the requirements of Secured by Design is available from this office or at www.securedbydesign.com which would provide the most cost effective and sustainable long term resistance to crime and disorder.

Blackpool International Airport - no comments received at the time of writing this report. Any comments received will be reported in the Update Note.

Head of Transportation - no comments received at the time of writing this report. Any comments received will be reported in the Update Note.

WASTE- Residential - no comments received at the time of writing this report. Any comments received will be reported in the Update Note.

PUBLICITY AND REPRESENTATIONS

Press notice published: 22 October 2015

Site notice displayed: 9 October 2015

Neighbours notified: 7 October 2015

Representations have been received from the following:

Mrs S Whadcock, OCEAN BAY HOTEL, 583 NEW SOUTH PROMENADE

Concerned about impact on her hotel and access at the rear of her hotel

Mrs J Millard, 52A CLIFTON DRIVE

This development is TOO high, it should mirror the other part of the crescent where Hilton will go. There will be a ridiculous amount of traffic from both alleyways either side of Wimbourne place. I can certainly envisage confrontations, what with people leaving their flats all around the same time for work, plus guests leaving the hotel and residents of Clifton Drive trying to access or leave again via the alleyway , The associated health risks have not been addressed, The overwhelming fumes from the traffic in the alleyway, as no doubt there will be standing traffic attempting to exit both the alley way and Wimbourne place, Clifton Drive is a racetrack during rush hours and traffic will undoubtedly be backed up with noxious carbon monoxide pumped out in to the lungs of the elderly and infirm alike. This development must not go ahead, it will block natural light, cause traffic congestion, will disturb a relatively peaceful area and damage the health of the residents.

Mr P Harrison, 28 CLIFTON DRIVE

I object to the following application. Another year, another planning application. After the years of applications why are there errors? Amended section 17 states 18 (1 bed house) 27 (2 bed house) 24 (3 bed house) This adds up to 69 houses/flats. The application is supposed to be for 99 apartments, what type are the missing 30? There are also no plans listed for the 2nd 6th and 7th floors. The sunpath diagrams relate to a different schemes but with "similar characteristics " This is just not good enough for the residents of Clifton Drive as the sunpath diagrams for the last application left some houses in shadow from the afternoon on the longest day. The financial viability report for the Waldorf under "geographical factors" states "no major attractions in the immediate area" I always thought the Pleasure Beach was a major attraction and it is definitely in the immediate area. The layout statement "naturally sits amongst the development around it in a similar way that the existing development does" The existing development is not seven storeys, in fact the new Hilton hotel next door will only be four storeys. There has to be symmetry to the height of the new buildings in the Crescent so as to maintain a skyline. In the access statement how can it be " anticipated that future residents would use public transport at a significant level" The transport statement says "back street will provide access for vehicle movements to the site" Both Wimbourne Place and the back street are a one car width, and the entrance from Clifton Drive to the back street cannot be widened as there is residential property to both sides. There is also no mention of visitor/disabled parking and are we really to believe that people will only have

one car per apartment? Apartments are to be provided with broadband connections to give options to work from home and Internet shop, where are the delivery vans parking? Balconies to the rear would destroy the residents of Clifton Drive rights to privacy and the quiet enjoyment of their homes.

Everybody is desperate for something to be done in respect of the dilapidated state of the hotels be it either residential or holiday accommodation. The first application was made in 2008, seven years ago and to be presented with this application which has mistakes and old documentation is deplorable. It is essential that a good redevelopment takes place as quickly as this situation cannot continue. The residents were all happy with the proposed plans for the Hilton, unfortunately I believe this one has a long way to go. Fewer apartments less height and a sensible car park exit and entrance would be a really good start.

Mr P Hyatt, 32 CLIFTON DRIVE

I am registering my objection. In general, I cannot see that the change in use from hotels to self-contained permanent flats fits in with the Local Plan for the neighbourhood. My personal objections to the proposal are as follows:

1. The scale and appearance of the proposed development is wrong. Four storeys seems to be the maximum height for buildings in this neighbourhood and they are generally of a traditional design. I think the proposed building of between 5 and 7 storeys of modern design would ruin the traditional feel of the Promenade.
2. Any increase in height to the existing building - which is 3 storeys (plus partial development of some of the roof space) - would result in more shadowing and loss of light to my property. The 7 storey tower on the corner of the Promenade and Wimbourne Place would be particularly troublesome as I think it would block the late afternoon sun completely.
3. There are small windows at the back of the existing buildings but these would be replaced by a far greater number of large picture windows which, along with the increased height, would increase the amount of overlooking of my property and corresponding loss of privacy.
4. The proposal to have a carpark for 94 vehicles would lead to much more noise, disturbance and car fumes at the back of my property. Very few cars park there at present. I don't think the access road at the back was ever intended to cope with a large number of cars. I also noted that there would be a 'bin store' for refuse on the carpark site - depending on its position this could lead to more noise and disturbance. The houses on Clifton Drive would be sandwiched between noise and fumes from the road at the front and the same from the carpark at the back.
5. The proposal suggests that the development would lead to less traffic in the area. I can't see how this could be so with 99 flats on the site. I'm particularly concerned about the use of the access road at the back of the properties which would concentrate traffic at this point and on Wimbourne Place. I've noticed that there are evening access restrictions to Wimbourne Place at weekends and half-term during the Illuminations so I feel there are

some issues relating to the increased use of this road which may not have been fully explored.

Ms Woodward, 581 NEW SOUTH PROMENADE

We object on the grounds that the build is too high, as none of the current or surrounding buildings are higher than 4 storeys.

There needs to be more consideration to the access of the development for the new residents, the alley way to access the side and rear of the property is narrow, as it is at present two cars struggle to pass, so how is the area to cope with an extra 94+ vehicles to the area. Not forgetting commercial vehicles for deliveries, bin lorries etc.

How will the area cope with the extra traffic, in consideration that the crescent barely copes with the current fall of passing traffic and parking here, especially in the busy holiday periods, is extremely difficult.

At present the alley way behind the hotels, on this half of the crescent is not owned, it is no-mans-land. no one has responsibility for its maintenance or up-keep. When the increased volume of use occurs with the new development who will maintain the access roads; more vehicles means greater wear-and-tear, and they are not currently in a good state, although some hoteliers try to keep the sections near their property usable.

Has there been any thought to the restrictions on the access for the new developments' car park? If it is not secure, day trippers and surrounding hotels who do not have their own private parking will use this site, then forcing the new residents to park in the public spaces outside the front of the existing hotels, this will cause untold stress to the area.

We pride ourselves and our business as being part of a quiet and tranquil community; travellers/holiday makers pick this area for this reason. A vast increase in the population to this area is not in-keeping with the respect the area has built itself. People will choose a quiet place to stay whilst still on excellent transport links for all the hustle and bustle of the busy town centre.

As a resident and business in this area, we are disappointed to have not been invited to discuss the development of these plans.

Mrs J Ladkin, 38 CLIFTON DRIVE

I am writing to express my views regarding this latest application which is not so very different from last years (14/0295). I am of the opinion that seven stories is too tall due to the nearness of the two storey residential housing on Clifton Drive. The seven stories would be at the back of my house. Balconies to the front an excellent idea, but far too intrusive at the rear for the residents of Clifton Drive. There would be no privacy to the rear of our houses. Not to produce a new daylight/sunlight assessment is wrong, but looking at the old ones my house would be in total shadow by 8pm on what is considered to be the longest day of the year. Is this really acceptable? Wimbourne Place is a single car width and there does not appear to be any plan to widen this. My garage and driveway are situated on the corner of Wimbourne Place and the back access road. Anyone entering or leaving my

driveway would have to contend with not only limited vision but a large increase in traffic. There is also no mention of visitor or disabled car parking. I would like to see this matter resolved as it has been ongoing since 2008, not because of the intransigence of the residents of Clifton Drive but because no sensible plan has ever been submitted. A sensible planning application with a height of four stories to match the new Hilton hotel, less apartments as at the moment it is quite intensive for the size of the site, a widening of Wimbourne Place to allow two way traffic to enter and leave the rear car park would be an excellent basis for moving forward.

Mrs P Greenberg, 24 CLIFTON DRIVE

I am writing to object. The outline planning application for 99 permanent flats is far too high and takes up a larger footprint than the original building. The rest of the Crescent is only four storeys high including the new Holiday Inn development. The additional wing at the back would have a 50/60 ft high brick wall only 40/50 ft from my back windows and the side balconies would invade my privacy. The 94 parking spaces would be fine for holiday accommodation but totally inadequate for permanent accommodation in an area that already has parking problems. The single lane access road is too narrow for utility vehicles, we have already had damage to our back walls with the existing traffic. The plans do not seem to add up and the lack of an overall picture of the finished view does not help. I feel these plans are trying to force the Council's decision as the applicants know how much the Council and us would like to see an end to the eyesore of boarded up properties. Yes we want things done but not at the expense of the surrounding area and residents.

Mr A Fenton, 22 CLIFTON DRIVE

1 The proposed height is not in keeping with the area.

2 The proposed height will cut off sunlight to our living quarters and take sunlight from our rear guest bedrooms, which could damage our business.

3 The proposed height will take sunlight from our private sitting out area and our back yard, where we dry washing.

4 The proposed balconies will overlook our guest bedrooms and our personal outside space, thus invading our and our guests privacy.

Mrs J Benson, 91 Clifton Drive

The planning application is not in keeping in height with the surrounding area: all other buildings are a maximum of 4 storeys as are the plans for the new Holiday Inn which would be adjacent. There would be too much strain on the rear access road due to number of car parking spaces and access for service vehicles. There would be a lot of pressure on car parking spaces due to number of apartments and the likely number of cars they would bring.

Previous planning applications have insisted on holiday/ hotel accommodation rather than apartments.

Mrs J Graham, 34 CLIFTON DRIVE

Seven storeys is too high. Not in keeping with the surrounding area. There are too many apartments for the available space. Too many extra vehicles using such a small access road would be an added hazard.

Mrs R Tindall, 50 CLIFTON DRIVE

I wish to object to the current application due to:

1. Height of the proposed building (7 storeys) if this is to be on Wimbourne Place.
2. Amount of traffic using Wimbourne Place as road is not wide enough for 2 vehicles to pass each other. Safety issues with parking.
3. Loss of light to rear of property.
4. The area is a quiet neighbourhood and the amount of apartments being suggested may incur disturbance due to increased amount of traffic.
5. Parking in this area is difficult and without use of garage would be impossible for residents.

I note that there is not an artists impression of finished building so cannot comment on the overall look of proposed development.

The issues raised will be discussed in the assessment part of this report

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless material considerations indicated otherwise. It is highly desirable that Local Planning Authorities have an up to date plan in place.

Paragraph 14 states - at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and

- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or
 - specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which include to proactively drive sustainable development and secure a high standard of design and a good standard of amenity.

Paragraphs 47-52 deal with the supply of housing.

Paragraph 56 states that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 61 states that although visual appearance and architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

Paragraph 150 emphasises the importance of Local Plans in delivering sustainable development. It reiterates the point that planning decisions should be made in accordance with the 'Local Plan' unless material considerations indicate otherwise.

Paragraph 186 states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

Paragraph 216 of the NPPF allows relevant policies to be given weight in decision-taking according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by the Council at its meeting on 20 January 2016. The document will be published on the Council's website in due course. In accordance with paragraph 216 of the National Planning Policy Framework significant weight can now be given to the policies of the Core Strategy. Certain policies in the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

The policies in the Core Strategy that are most relevant to this application are -

CS1 - strategic location for development

CS2 - housing provision

CS5 - connectivity

CS7 - quality of design

CS9 - water management

CS10 - sustainable design

CS11- planning obligations

CS12- sustainable neighbourhoods

CS13 - housing mix density and standards

CS14 - affordable housing

CS23 - managing holiday bedspaces

None of these policies conflict with the provisions of the adopted Local Plan policies listed above.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006 and the majority of its policies saved by direction in June 2009. The following policies are most relevant to this application:

Policy LQ1 Lifting the Quality of Design states that new development will be expected to be of a high standard of design and to make a positive contribution to the quality of its surrounding environment.

Policy LQ2 Site Context states that the design of new development proposals will be considered in relation to the character and setting of the surrounding area. New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include locations affecting the setting of a Listed Building or should be a high quality contemporary and individual expression of design.

Policy LQ4 Building Design states that in order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria:

(A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential developments will be expected to achieve a connected series of defensible spaces throughout the development.

(B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:

- (i) the width and importance of the street or space
- (ii) the scale, massing and height of neighbouring buildings.

(C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:

- (i) a base, of human scale that addresses the street
- (ii) a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements
- (iii) a roof, which adds further interest and variety
- (iv) a depth of profile providing texture to the elevation.

(D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

Policy HN4 - Windfall Sites -allows for housing development on vacant, derelict or underused land subject to caveats.

Policy BH3 Residential and Visitor Amenity states that developments will not be permitted which would adversely affect the amenity of those occupying residential and visitor accommodation by:

(i) the scale, design and siting of the proposed development and its effects on privacy, outlook, and levels of sunlight and daylight;

and/or

(ii) the use of and activity associated with the proposed development;

or by

(iii) the use of and activity associated with existing properties in the vicinity of the accommodation proposed.

Policy BH4 - Public Safety - seeks to ensure air quality is not prejudiced, noise and vibration is minimised, light pollution is minimised, contaminated land is remediated and groundwater is not polluted.

Policy BH10 - Open Space in New Housing Developments - sets out the need for open space as part of developments and where full provision is not made a commuted sum should be sought.

Policy NE6 - Protected Species - seeks to ensure that development does not adversely affect animal and plant species that are protected.

Policy AS1 General Development Requirements states that development will be permitted where the access, travel and safety needs of all affected by the development are met as follows:

- (a) convenient, safe and pleasant pedestrian access is provided
 - (b) appropriate provision exists or is made for cycle access
 - (c) effective alternative routes are provided where existing cycle routes or public footpaths are to be severed
 - (d) appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided
 - (e) appropriate provision exists or is made for public transport
 - (f) safe and appropriate access to the road network is secured for all transport modes requiring access to the development
 - (g) appropriate traffic management measures are incorporated within the development to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport
 - (h) appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B.
- Where the above requires the undertaking of off site works or the provision of particular services, these must be provided before any part of the development comes into use.

Supplementary Planning Guidance Note 11: Open Space: provision for new residential development and the funding system.

Holiday Accommodation Supplementary Planning Document - Bourne Crescent together with hotels to the north on the Promenade and the Big Blue hotel at the Pleasure Beach are included in the Pleasure Beach Promenade frontage Main Holiday Accommodation Area.

ASSESSMENT

Principle of the proposal - the whole of the Crescent and the Henderson Hotel fronting Wimbourne Place is within Pleasure Beach Promenade Frontage (Main Holiday Accommodation Promenade Frontage) in the Holiday Accommodation Supplementary Planning Document. The aim of the designation which dates from 2011 is to promote and support new and improved accommodation offer that contributes to resort regeneration.

The intention is therefore to retain the existing floor space of holiday accommodation but at the same time permit redevelopment and improvement proposals which provide a new high quality mixed use seafront holiday accommodation and residential offer. Since 2011 the Kimberley Hotel has ceased trading and has been boarded up as has the Warwick Hotel and the Palm Beach Hotel has suffered extensive fire damage. In 2015 planning permission (15/0271) was granted for redevelopment of the Palm Beach Hotel (immediately to the south of this site) for the erection of a 130 bedroom hotel of four storeys in height, with associated car parking at ground level and servicing. The Palm Beach Hotel and the Warwick Hotel are due to be demolished over the next three- four months. In addition, since 2011 the Henderson Hotel has ceased trading. Whilst the redevelopment of the Palm Beach as hotel accommodation indicates confidence in this location for hotel accommodation the closure of the Warwick, Kimberley and Henderson Hotels suggest that the area is not

bouyant as a destination for holiday makers. The Holiday Accommodation Supplementary Planning Document is to be reviewed in the near future. The applicants are suggesting that they cannot wait for the review to take place and that the circumstances with the Kimberley and Henderson hotels and the trading position of the Waldorf hotel mean that redevelopment for residential purposes is the only realistic option.

Policy CS23 of the Blackpool Local Plan : Part 1 - Core Strategy states that (within the main holiday accommodation areas) change of use from holiday accommodation or loss of sites last used as holiday accommodation will be resisted unless - exceptional circumstances are demonstrated or in relation to a Promenade frontage the proposal would provide high quality holiday accommodation alongside a supporting new residential offer. In terms of the Crescent the Palm Beach site would provide 'high quality holiday accommodation' in the form of a new 130 bed hotel. Whilst not strictly supporting the Palm Beach redevelopment this proposal would provide for a new residential offer. Having regard to the changed circumstances of the Crescent since 2011, it is considered that the principle of residential development in this location is acceptable.

Comprehensive redevelopment of the site - the Council has sought to achieve a comprehensive redevelopment of the Crescent in the past but Members will note that it has effectively been subdivided into four quarters. The redevelopment of the Palm Beach site will represent one quarter and the application site would represent another quarter. It is not felt that the Council could at this stage seek to resist development on the basis a comprehensive approach is required.

Scale and impact on residential amenity - the proposal for the Palm Beach site would be four storeys high and would have an overall height of 14.6 metres. This proposal would have an overall height of 19 metres at the corner of Wimbourne Place and New South Promenade with the bulk of the New South Promenade elevation being 16 metres high.

Officers have suggested that the 'corner' should be higher to give it some presence and to make it a feature of the development. Indeed in the case of the Palm Beach site the suggestion was made that the corner should be higher but the applicant declined to do this.

Officers have suggested that the original concept for redevelopment of the Crescent up to 11 storeys in height is no longer realistic and that any redevelopment is likely to be in the range of five-seven storeys to reflect the height of the Crescent, the amenities of residents to the rear and to accord with the requirements of Policy LQ4 which seeks to achieve development of a minimum of four storeys in height on the Promenade.

Officers also suggested that any wings at the rear should taper in height towards the properties to the rear which front Clifton Drive. This proposal seeks to achieve this with development tapering to 8 metres in height where it is nearest the properties fronting Clifton Drive. One of the rear wings would be 6 metres from the rear boundary of the properties and the other would be between 12.5 metres and 16 metres from the rear boundary (The Palm Beach proposal would be 14.6 metres high and 11 metres away by comparison). The scale of development is considered acceptable. However there are two unresolved issues with the proposal - one is the relationship to the remainder of the

Crescent to the north and one is the relationship to the hotel to the north. Officers have said that the transition between the proposal and the remainder of the Crescent needs to be better and less abrupt than shown on the submitted plans. Officers have also said that greater consideration needs to be given to the relationship with the hotel immediately to the north of the application site. These issues are as yet unresolved and hence if the Committee is minded to support the principle of the development the application should be deferred to the Head of Development Management to approve subject to the satisfactory resolution of these issues.

Local residents have referred to the proposed development being too high and consider the Palm Beach proposal at four storeys to be the benchmark against which this proposal should be assessed. As mentioned above, the height difference between this proposal and the Palm Beach proposal would not be significantly different. Balconies on the rear elevation of the proposed building would be approximately 29 metres away from the rear boundaries of properties fronting Clifton Drive and this distance is considered acceptable to safeguard the privacy of the occupiers of properties fronting Clifton Drive.

Traffic/transportation issues - the proposal would provide 83 car parking spaces for the 99 proposed flats. This represents less than one car parking space per flat but given the location opposite the tram services and bus services on the Promenade it is considered acceptable. In addition, cycle parking is to be provided. Bin storage would be provided at the rear and bin lorries can use the rear alley between Burlington Road West and Harrowside West. It is acknowledged that Wimbourne Place is narrow at approximately 4 metres in width but the back alley is approximately 5 metres wide and is capable of accommodating two way traffic.

Other matters - no on site public open space would be provided and hence a commuted sum would be required. Given the breakdown of flats proposed the sum required would be £66,908. Similarly the proposal makes no provision for affordable housing. Policy CS14 of the Blackpool Local Plan: Part 1 - Core Strategy requires 30% of the properties to be affordable i.e. 30. As no on site affordable housing is to be provided a commuted sum in lieu of on site provision is required. Based on the mix proposed this should equate to 6 one bed flats, 22 two bedroom flats and 2 three bedroom flats. This sum should be secured via a Section 106 Agreement.

The one bedroom flats would exceed the national standards in terms of overall floorspace requirements (51.5 square metres compared to 50 square metres) and in terms of the internal arrangements. Similarly the two bedroom flats (82 square metres compared to 70 square metres) would exceed the standards but the three bedroom flats would be marginally below (92 square metres compared to 93 square metres). Overall the flats are considered acceptable.

The bat survey has not indicated the presence of bats in the roofspace/eaves of the buildings.

CONCLUSION

The application proposes a loss of holiday accommodation in area of protected holiday accommodation and its replacement with permanent accommodation - a mixture of one bedroom, two bedroom and three bedroom flats. The protection was first instigated in 2006 through the Blackpool Local Plan and subsequently in 2011 through the Holiday Accommodation Supplementary Planning Document. Since 2011 the Crescent has been significantly affected by the closure and boarding up of hotels and the fire damage at the Palm Beach Hotel. This represents a significant material change in circumstances since 2011. The replacement of the Palm Beach Hotel with a Hampton by Hilton Hotel will represent significant holiday accommodation investment in the area and whilst it is not directly linked to that proposal this proposal would provide for a new residential offer envisaged by Policy CS23 of the Blackpool Local Plan: Part 1 - Core Strategy. If members are minded to grant planning permission on this basis it is recommended that the application should be delegated to the Head of Development Management to issue the decision subject to -

- (a) the completion of a Section 106 Agreement in relation to the payment of a commuted sum in lieu of on site provision of 30% of the flats as affordable housing
- (b) the receipt of amended plans showing an acceptable transition between the proposed development and the remainder of the Crescent and with the Ocean Bay Hotel to the north

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

Policy CS11 of the Blackpool Local Plan: Part 1 - Core Strategy relates to planning obligations and is relevant in terms of the affordable housing contribution required.

The public open space requirement (£66,908) is as follows and this would be secured by condition -

23 one bedroom flats x £516 per flat = £11868

68 two bedroom flats x £688 per flat = £46784

8 three bedroom flats x £1032 per flat = £8256

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

BACKGROUND PAPERS

Planning Application File(s) 15/0451 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Defer for Legal Agreement

Conditions and Reasons

1.
 - i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:
Landscaping
 - ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 06 July 2015 including the following plans:

Location Plan stamped as received by the Council on 06 July 2015

Drawings numbered: A715/1c ,A715/2c, A715/3c, A715/4c, A715/5c, A715/6c, A715/7b, A715/8c, A715/9c, A715/10

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

3. Prior to the construction of any above ground structures details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016.

4. Prior to the construction of any above ground structures details of the surfacing materials to be used in the construction of the development shall be submitted to and agreed in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016.

5. The roof of the building shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason: To safeguard the amenities of the adjoining premises, to safeguard the visual amenities of the area in accordance with Policy LQ14 and BH3 of the Blackpool Local Plan 2001-2016.

6. The development authorised by this permission shall not begin until the Local Planning Authority has approved a scheme to secure the provision of or improvements to off site open space together with a mechanism for delivery, in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development"(SPG11).

Reason: To ensure sufficient provision of or to provide sufficient improvements to open space to serve the dwellings in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development"(SPG11).

NOTE – The development is of a scale to warrant a contribution of £66,908 towards the provision of or improvement to off site open space and management of the open space provision, in accordance with Policy BH10 of the Blackpool Local Plan 2001-2016 and SPG 11 . The Applicant(s) should contact the Council to arrange payment of the contribution.

7. Prior to the development hereby approved being first brought into use the car parking provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

8. Prior to the development hereby approved being first brought into use the refuse storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants and neighbours, in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

9. Prior to the development hereby approved being first brought into use the secure cycle storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: To enable access to and from the property by sustainable transport mode, in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

10. No development shall be commenced until a desk study has been undertaken and agreed in writing with the Local Planning Authority to investigate and produce an assessment of the risk of the potential for on site contamination. If the desk study identifies potential contamination, a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been agreed in writing with the Local Planning Authority. If remediation methods are then considered necessary, a scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the commencement of the development. Any changes to the approved scheme shall be agreed in writing with the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

11. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routeing of construction traffic.

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no change of use from Use Class C3 (the subject of this permission) to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

13. Before any of the approved flats are first occupied details of the boundary treatment to New South Promenade, Wimbourne Place and the back alley between Burlington Road West and Harrowside West shall be submitted to and agreed in writing by the Local Planning Authority. The agreed boundary treatment shall then be erected and shall thereafter be retained.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016.

14. No development approved by this permission shall be commenced until details of the finished floor levels of the proposed building and any alterations to existing land levels have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved levels unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of the area in accordance with Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1, LQ2, LQ4 and BH3 of the Blackpool Local Plan 2001-2016.

15. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.



Mean High Water

NEW SOUTH PROMENADE

NEW SOUTH PROMENADE

BURLINGTON ROAD WEST

B Sub Sta

Clifton Court

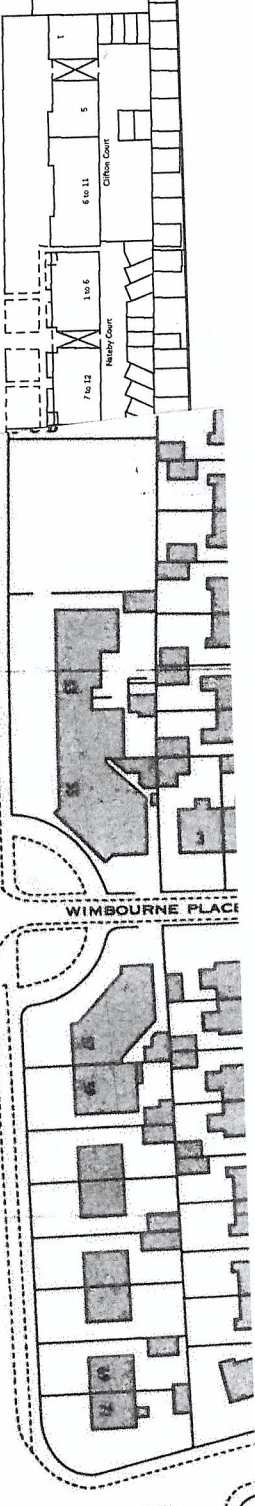
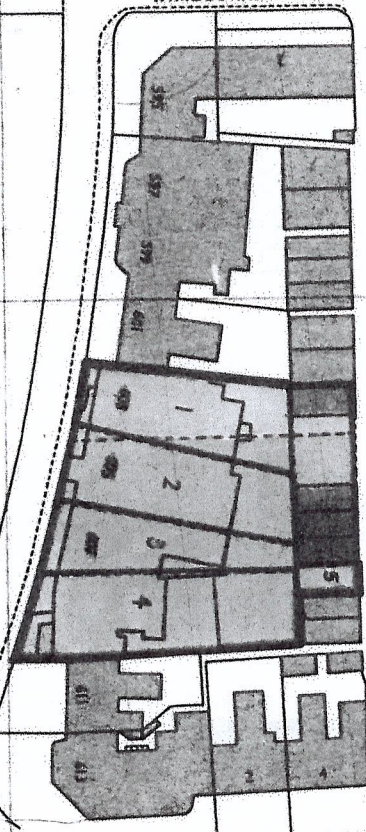
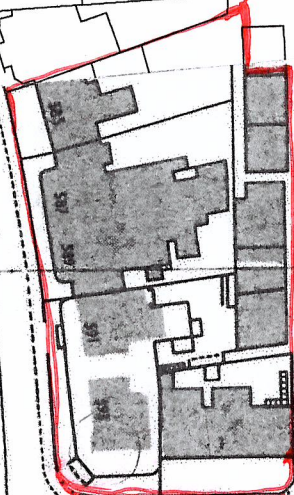
Henry Court

C L I F T O N + 23
D R I V E

WIMBOURNE PLACE

WIMBOURNE PLACE

HARROWE WEST



PROPOSED FLATS
WALDORF · KIMBERLEY · HENDERSON
SCALE 1:1250

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COMMITTEE DATE: [05/04/2016](#)

Application Reference: 15/0523

WARD: Talbot
DATE REGISTERED: 03/08/15
LOCAL PLAN ALLOCATION: Resort Core
Key Tourism Investment Site
Central Promenade and Seafront
Town Centre Boundary
Leisure Zone / Resort Core
Defined Inner Area

APPLICATION TYPE: Outline Planning Permission
APPLICANT: The Sands Venue

PROPOSAL: Erection of single storey side extension and a three-storey extension to the roof to create third, fourth and fifth floors and use of premises as altered to provide an A1 retail unit and hotel reception at ground floor level, with hotel accommodation above comprising 96 en-suite bedrooms and associated facilities, with associated rooftop plant area and basement car park for 55 cars and demolition of foot bridge over Bank Hey Street (Outline application).

LOCATION: THE SANDS VENUE, PALATINE BUILDINGS, PROMENADE, BLACKPOOL, FY1 4TQ

Summary of Recommendation: Grant Permission

CASE OFFICER

Clare Johnson

SUMMARY OF RECOMMENDATION

It is considered that the proposal would be in accordance with paragraphs 2, 7, 14, 17, 18 and 19 of the National Planning Policy Framework (NPPF), Policies CS1, CS4 and CS21 of the Core Strategy and saved Policies RR11, SR5, SR8, SR9 and AS1 of the Blackpool Local Plan 2001-2016 and should be approved in accordance with paragraph 187 of the NPPF.

Should the Planning Committee approve the application, it is considered that the requirements of paragraphs 8, 36, 56, 58, 61, 65, 128, 131, 132, 135 and 137 of the NPPF, Policies CS5, CS6, CS7, CS8, CS9 and CS17 of the Core Strategy and Policies AS2, LQ1, LQ2, LQ3, LQ4, LQ5, LQ6, LQ7, LQ9, LQ10, LQ11 and LQ14 of the Local Plan should be considered upon the submission of a reserved matters application which will address the appearance of

the property, and details to discharge conditions attached to an outline planning permission.

The proposal meets the economic aspect of sustainable development (paragraph 7 of the National Planning Policy Framework) and has the potential to meet the social and environmental aspect of sustainable development with a good quality design and appropriate massing which respects the surrounding listed buildings and town centre Conservation Area. These details will be considered with a reserved matters application for appearance, at a later date.

The application is recommended for approval subject to the completion of an appropriate Legal Agreement relating to the provision of on and off site highway works to provide a drop off/pick up point and a taxi rank.

INTRODUCTION

The Palatine building was converted from a disused nightclub in 2010 (reference 10/0578 - Use of first and second floors of premises as a jazz club and restaurant) and recently, permission was granted for external alterations to the ground floor on the Promenade side (reference 15/0384) and those works have been carried out.

SITE DESCRIPTION

The application property, the Palatine building, is a large three-storey detached building with road frontages onto the Promenade to the west, Bank Hey Street to the east and Adelaide Street West to the north. The building is in a very prominent location on the Golden Mile within 45 metres of Blackpool Tower, which is one of the most well known landmark buildings in the Country.

The building is a brutalist structure constructed in the 1970's. At its highest point, (the tallest of the rectangular extrusions) the building is approximately 20 metres tall, although the vast majority of the building's bulk is no taller than approximately 13.6 metres tall (when viewed from the Promenade). It has recently undergone some improvements externally when the current operators opened the 'Sands Venue' which is a music/show bar and restaurant. Formerly the building operated as various nightclubs with retail uses on the ground floor. Currently, the ground floor on the Promenade side is a restaurant and the main entrance into the Sands Venue and there is a large discount retail shop which occupies all of the ground floor on the south side of the building, with a presence on the Promenade and Bank Hey Street. A second large discount retail unit fronts Bank Hey Street and Adelaide Street West and there is a disused nightclub in the basement, accessed from the south of the Palatine building. The building's main service areas are accessed from Adelaide Street West.

To the south of the building, there is an external staircase in a pedestrianised area between the Promenade and Bank Hey Street, giving access to the first floor of the Palatine Buildings and to a walkway and bridge over Bank Hey Street. The bridge connects to businesses on the east of Bank Hey Street, although the access is only currently used in emergencies and

isn't publicly accessible. To the south of the pedestrianised area and staircase, is Coral Island amusement centre which is largely one/two storeys in scale.

In the wider area, the Promenade has recently been regenerated, extended and landscaped and the area has received significant investment to upgrade, improve and enhance the visitor offer and visual amenity. Similarly at Blackpool Tower, significant restoration, repair and regeneration works are on-going and the restoration of the Tower Promenade frontage has recently won a commendation by the Royal Town Planning Institute.

The Palatine building stands within the town centre and Resort Core on the Proposals Map to the Local Plan. The Promenade frontage is within the Leisure Zone and the Bank Hey Street frontage within the Principal Retail Core on the Proposals Map to the Local Plan. The Town Centre Conservation Area lies to the north of the building.

DETAILS OF PROPOSAL

The application is a major scheme in outline form, with the matter of appearance reserved, for a three-storey hotel development on top of the Sands Venue (96 en-suite bedrooms and associated facilities providing 11,311 square metres of floorspace). The resulting building would be approximately 28 metres tall when viewed from the Promenade (36.26 metres above ordnance datum or AOD), which is approximately 1.5 metres taller than the bulk of the former Woolworths building and approximately 4 metres taller than the bulk of the Blackpool Tower building to the north and approximately 19 metres taller than Coral Island to the south.

A single-storey side extension is proposed to the south of the building to extend the existing ground floor retail offer and there would be a hotel reception area in part of the existing retail unit on the south east corner. The existing retail unit on the north east corner would be used as ancillary space for the hotel use, potentially a spa.

The third, fourth and fifth floor would each contain 32 bedrooms arranged around an 'Atrium Lounge' (or voids over the Lounge). The lounge would have natural light and ventilation via a glazed roof light in the main roof.

The proposal also includes details of a rooftop plant area and basement car parking for 55 cars, with vehicle access via hydraulic lifts. The car park would be accessed off Adelaide Street West.

The application is accompanied by:

- A Design, Access and Heritage Statement;
- A Transport Assessment
- Verified Views (accurate photomontages)

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- The principle of the development in this location

- The proposed layout, scale and mass of the building
- The impact on strategic views of the Town Centre Conservation Area, Grade I listed Blackpool Tower and the locally listed former Woolworths building
- Transport, access, servicing and car parking
- Landscaping

These issues will be discussed in the assessment section of this report.

CONSULTATIONS

Built Heritage Manager: I've no objection to the principle of the site being used as a hotel. The current building has little architectural merit apart from the unusual roofline which would be removed as part of the development and, under the circumstances, it would probably be better if demolition and complete rebuild is considered to make best use of the site and create a more appropriate setting for the Tower and former Woolworth's building.

Head of Transportation:

- There would be 55 car parking spaces in the basement. Parking standards for A1 (non-food) stipulate 1:31 which equates to 80 spaces. The parking is underprovided but better than none. Given the location I would have no significant concerns.
- How practical will it be to use the car parking spaces in the basement, mechanical problems with the hydraulic ramps due to the climate, salt air could render access and egress a problem. How will this be overcome/managed?
- The walkway attached to the building at first floor level and over Bank Hey Street, is highway, part or all of which is used as a fire escape. The proposal seeks to remove the walkway. Highway rights must be removed and the walkway to be stopped-up under S247 of the Town and Country Planning Act to allow development to take place. It is crucial though that a means of escape, for neighbouring businesses affected by the removal of the walkway is provided/replaced prior to the removal of the existing walkway.
- The proposed retail unit will be built over public highway, as at point 2, the area where the unit will sit must be stopped-up in order to remove highway rights. The same will apply to the area where the stairs are to be built.
- The over sail for the hotel entrance on Bank Hey Street will require a licence.
- Further discussion to be had for the scheme proposed between the neighbouring building (Coral Island) and the proposal site. This is in order to clearly distinguish and identify scope of works, lighting specification, planting schedule, ongoing maintenance etc. Final scheme agreed will be subject to a S278 agreement.
- The pick-up and drop point cannot be supported as the introduction of this facility will result in the loss of a number of taxi spaces within the taxi rank on Bank Hey Street, the busiest rank in Blackpool. To mitigate this I would be willing to review arrangements along the Promenade to determine if there is scope to provide a facility in close proximity. All works associated with this to be funded by the proposal.
- Servicing remains unaffected as it can be undertaken from the existing covered servicing area. A condition may be appropriate clearly stating where the servicing can be undertaken from.

Head of Environmental Services: Providing a detailed Construction Management Plan is provided detailing hours of work and proposals to minimise noise nuisance etc. Environmental Protection have no adverse comments to make on this application.

Historic England: (These are comments in response to the previously submitted full application, any comments received specifically relating to the outline application will be reported in an Update Note).

Summary - The current application seeks to re-clad and extend an existing building to create a hotel with retail use to the ground floor. The building lies in close proximity to the grade I listed Blackpool Tower and Historic England has previously commented on the proposal, stating that the likely impact of the scheme on the setting of the Tower could not be established due to the lack of visualisations to inform the application. These have now been submitted and we have concluded that the intended height of the proposal will not lead harm occurring to the significance of the Tower; however we remain concerned with the architectural form of the proposed scheme.

Advice - In light of previous discussions with ourselves and the local planning authority, the applicant has revisited the scheme and reduced the overall height of the building. This amended scheme has then been utilised to produce a number of verified views, as requested by ourselves and in line with paragraphs 127 and 128 in the National Planning Policy Framework (NPPF), in order to ascertain the likely impact of the proposals on the setting of the grade I listed Blackpool Tower. The views produced have included ones at a short distance from the proposed building as well as much longer distance views, which show the full height of the tower.

We have now had the opportunity to evaluate the additional information and have concluded that the reduction in height of the building means that the proposal would no longer impinge on the appreciation of the elegant form of the Tower. The tapering of the base is a subtle but a crucial element of the structure's design and in order to fully appreciate the soaring architectural quality of the Tower, it needs to be evident in views of the structure. Whilst previously the height of the proposed building would mask this detail, the amended scheme allows enough of the structure of the Tower to be seen for its significance to remain unharmed by the proposal. The amendment to the height of the scheme is therefore welcomed by ourselves.

We have, however, previously raised concerns regarding the architectural language of the building and these concerns have not been addressed by the applicant. The proposal has a dominating horizontal emphasis which is in contradiction to the adjacent buildings of both the former Woolworths Building and the Tower Ballroom; whilst these structures do have a horizontal form, it is balanced by the fenestration and architectural detailing having a strong vertical emphasis. The Sands Venue lacks this vertical emphasis, indeed the use of three distinct forms of architecture layered on top of each other and each utilising a separate cladding material, only compounds the horizontal form of the building.

Paragraph 58 of the NPPF details that good design should respond to local character, reflecting the local identity and materials; it is our view that the current proposal fails to do this due to the lack of rhythmic detailing which would allow it to reflect the subtle language

of the adjacent buildings. The NPPF then goes on to state in paragraph 137 that local planning authorities should look for opportunities for new development in the setting of heritage assets, both listed buildings and conservation areas, to enhance their significance. We do not believe the current scheme achieves this aim, as the design of the building lacks cohesion and refinement and as a result does not add positively to the setting of the designated assets.

In conclusion, we are now satisfied that a building of the height shown on the amended plans could be accommodated without harming the significance of the Tower, however we remain concerned with the overall form of the proposals and believe that it fails to meet a number of the requirements of the NPPF. We would request that further amendments are made to the architectural language of the proposed building, including material choices.

Recommendation - That the architectural language of the proposals is reconsidered, with amended proposals being drawn up which better reflect the language of the buildings to the north of the site.

We would welcome the opportunity of advising further. Please consult us again if any additional information or amendments are submitted. If, notwithstanding our advice, you propose to approve the scheme in its present form, please advise us of the date of the Committee and send us a copy of your report at the earliest opportunity.

Blackpool Civic Trust: (These are comments in response to the previously submitted full application, any comments received specifically relating to the outline application will be reported in the Update Note).

Blackpool Civic Trust objects to the proposal. Whilst we recognise that some development to this site and this building in particular, we cannot support the current application. We consider that the proposed building has little architectural merit, particularly in comparison to the adjacent 'Woolworths' building and the Tower. We also consider that the proposed building is too tall. It will dwarf the adjacent buildings and, for those driving or walking north from South Shore, approximately 30% of the Tower will be blocked out. This will be particularly detrimental to tourists for whom the Tower is a real focus for the identity of Blackpool. We also have concerns about traffic congestion on an already congested part of the Promenade. We consider that the shop units at ground level will be yet more bland shop fronts giving little interest for visitors.

Police Architectural Liaison Officer: I have conducted a crime and incident search of this policing incident location and during the period 14/08/2014 to 14/08/2015 there has been a high volume of reported crimes and incidents. There have been over 60 recorded offences per month in this location including burglary at nearby hotels, theft, assault and criminal damage.

A development of this scale has the potential to create additional demand on local policing resources. This is a busy area of the town centre with a high level of footfall both during the day and in the evening 365 days a year. This area of the town centre has a number of hotels, fast food and retail outlets and licensed premises which operate within the night

time economy. As a result of this, as well as to prevent the opportunity for criminal activity at the proposed development, I make the following security recommendations:

- I would recommend that Planning officers consider making a security condition part of planning approval. This application has been submitted with three pages of crime prevention measures including proposals for alarm systems and the physical security of the building. All of these proposed designing out crime measures are supported.
- The hotel and retail outlets should be built to Secured By Design security standards where possible. The physical security of the building and access control arrangements are crucial to prevent criminal activity. Crime in hotels is often generated by offenders gaining unauthorised entry into areas by methods such as human tailgating. The application provides details of the intention to control access throughout the scheme.
- Security measures should be considered separately for each element of the scheme e.g. the car park, retail outlets and the hotel. Should an individual be in the retail area of the development they should not be able to wander freely throughout the hotel element of this scheme. This type of open access benefits an offender as it provides more opportunities to enter areas in an unauthorised manner to commit crime in an undetected environment.
- CCTV - The scheme should be afforded formal surveillance with a comprehensive infrared CCTV system. An operational CCTV requirement should be devised for the scheme in terms of appropriate locations for cameras. Coverage of the reception area, car park, retail unit and entrances/exits is recommended. The recorded images must be of evidential quality suitable for prosecution giving a clear image of suspects. The hotel lighting system should complement the CCTV system. The Design and Access Statement indicates that CCTV will be considered. I would ask Planning officers, due to evidence based crime statistics for this location that CCTV forms part of a security condition.
- The scheme has large expanses of glazing and curtain walled glazing on all elevations. Systems must be installed using a secure glazing retention system. All windows should be tested and certificated to PAS 24/2012 security standards and should incorporate laminate glazing at ground floor level. Glazing in the retail units should be laminated. External doors must be units of enhanced security tested and certificated.
- Car Park - The underground car park requires careful attention and design in conjunction with the Police. An access control system must be applied to all pedestrian and vehicular entrances. Openings must be protected with an automatic gate, roller shutter or grille arrangement tested and certificated to enhanced security standards. The pedestrian entrance leading to the hotel must be fitted with access control arrangements.
- The vehicular and pedestrian entrances to the car park should be covered by infrared CCTV. The walls and ceiling must be finished in a light colour to maximise natural surveillance and create an environment where an offender feels uncomfortable committing crime. The car park should be well illuminated and form part of the overall lighting plan for the scheme. I ask that Lancashire Constabulary be consulted on the security requirements for this element of the scheme prior to the commencement of any external works. Underground parking facilities can generate crime and the fear of crime.
- Security bollards should be installed to prevent a vehicle borne attack whether this be to aide theft of contents or to penetrate the shell of the building for other purposes.
- All of the above recommended security measures should form part of an overall security plan for the development.

PUBLICITY AND REPRESENTATIONS

Press notice published: 10 March 2016
Site notice displayed: 11 March 2016
Neighbours notified: 01 March 2016

No representations have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 7 explains that the three dimensions to sustainable development including economic, social and environmental roles. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 8 confirms that these roles should not be undertaken in isolation and that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

Paragraph 14 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or
 - ii) specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which include to proactively drive sustainable economic development, to always seek to secure high quality design and to conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;

Paragraph 18 confirms that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

Paragraph 19 states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 36 requires the submission of a Travel Plan with all applications for development which will generate significant amounts of movement, in order to exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Paragraph 56 confirms that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 58 states that planning decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 61 confirms that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Paragraph 65 states that local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been

mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposals economic, social and environmental benefits).

Paragraph 103 confirms that when considering applications for new development, local planning authorities should ensure flood risk is not increased elsewhere.

Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 129 confirms that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 131 state that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage asset's and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 135 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In

weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 137 confirms that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Paragraph 187 states that Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by the Council at its meeting on 20 January 2016. The document will be published on the Council's website in due course. In accordance with paragraph 216 of the National Planning Policy Framework, significant weight can now be given to the policies of the Core Strategy. Certain policies in the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

The policies in the Core Strategy that are most relevant to this application are -

Policy CS1: Strategic Location of Development

1. To deliver the Core Strategy vision the overarching spatial focus for Blackpool is regeneration and supporting growth.
2. Blackpool's future growth, development and investment will be focused on inner area regeneration, comprising:
 - a. Blackpool town centre, including the three strategic sites of Central Business District, Winter Gardens and Leisure Quarter.
 - b. The Resort Core, containing the promenade and the majority of resort attractions and facilities, holiday accommodation and major points of arrival.

Policy CS4: Retail and Other Town Centre Uses

In order to strengthen Blackpool town centre's role as the sub-regional centre for retail on the Fylde Coast, its vitality and viability will be safeguarded and improved by:

- Focusing new major retail development in the town centre to strengthen the offer and improve the quality of the shopping experience.

Policy CS5: Connectivity

Addressing parking capacity issues by providing sufficient, high quality and conveniently located car parks, to support the town centre and resort economy and address wider issues of parking provision across the Borough.

Changing travel behaviour by pro-actively working with developers and other organisations to increase the proportion of journeys that use sustainable transport, while working with residents and businesses to reduce the need for work related journeys where alternative means or technologies make this possible.

Policy CS6: Green Infrastructure

High-quality and well connected networks of green infrastructure in Blackpool will be achieved by:

- Enhancing the quality, accessibility and functionality of green infrastructure and where possible providing net gains in biodiversity.
- Creating new accessible green infrastructure as part of new development and supporting urban greening measures within the built environment.
- Connecting green infrastructure with the built environment and with other open space including the creation, extension or enhancement of greenways, green corridors and public rights of way.
- All development should incorporate new or enhance existing green infrastructure of an appropriate size, type and standard.

Policy CS7: Quality of Design

New development in Blackpool is required to be well designed, and enhance the character and appearance of the local area and should:

- Be appropriate in terms of scale, mass, height, layout, density, appearance, materials and relationship to adjoining buildings.
- Incorporate well integrated car parking, pedestrian routes and cycle routes and facilities.
- Provide appropriate green infrastructure including green spaces, landscaping and quality public realm as an integral part of the development.

Development will not be permitted that causes unacceptable effects by reason of visual intrusion or any other adverse local impact on local character or amenity.

Policy CS8: Heritage

Development proposals will be supported which respect and draw inspiration from Blackpool's built, social and cultural heritage, complementing its rich history with new development to widen its appeal to residents and visitors.

Proposals will be supported that:

- Enhance the setting and views of heritage assets through appropriate design and layout of new development and design of public realm.
- Strengthen the existing townscape character created by historic buildings.

Developers must demonstrate how any development affecting heritage assets (including conservation areas) will conserve and enhance the asset, its significance and its setting.

Policy CS9: Water Management

1. To reduce flood risk, manage the impacts of flooding and mitigate the effects of climate change, all new development must:
 - d. Where appropriate, not discharge surface water into the existing combined sewer network. If unavoidable, development must reduce the volume of surface water run-off discharging from the existing site in to the combined sewer system by as much as is reasonably practicable.

Policy CS17: Blackpool Town Centre

To re-establish the town centre as the first choice shopping destination for Fylde Coast residents and to strengthen it as a cultural, leisure and business destination for residents and visitors, new development, investment and enhancement will be supported which helps to re-brand the town centre by:

- Strengthening the retail offer with new retail development, with the principal retail core being the main focus for major retail development.
- Conserving and enhancing key heritage and entertainment assets within the town centre and complementing these with new innovative development.

Policy CS21: Leisure and Business Tourism

In order to physically and economically regenerate Blackpool's resort core and town centre, the focus will be on strengthening the resort's appeal to attract new audiences year round. This will be achieved by supporting proposals for:

- New visitor accommodation focused on the town centre, resort core and defined holiday accommodation areas, unless exceptional circumstances justify a peripheral location outside these areas.
- New development along the Promenade's built frontage which complements the high quality public realm investment along the promenade to enhance the appearance of Blackpool's seafront.
- The enhancement of existing and promotion of new venues and events spaces which can accommodate a year round programme of events, festivals and conferences.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006 and the majority of its policies saved by direction in June 2009. The following policies are most relevant to this application:

Policy SR5: Principal Retail Core

Proposals for uses other than the following will not be permitted within the Principal Retail Core:

- a) retail uses; financial and professional services; restaurants and cafes.
- b) appropriate leisure, residential, hotel or office uses at upper floor level.
- c) civic space/open space.

Policy SR8: Leisure Zone

This zone is located in the Resort Core where visitor attractions/tourism development proposals will be permitted subject to Policy RR1. This zone will also be promoted as the main location for the following uses:

- a) public houses, bars and night clubs.
- b) restaurants and cafes.

Policy SR9: Use of Upper Floors

The use of upper floors for appropriate leisure and hotel uses will be permitted in the whole of the town centre. The use of upper floors for office and residential uses will be permitted in those areas outside the Leisure Zone.

Policy LQ1: Lifting the Quality of Design

All new development will be expected to be of a high standard of design and to make a positive contribution to the quality of its surrounding environment.

All planning applications for large-scale developments or smaller developments occupying prominent and/or sensitive locations, such as gateways and activity nodes must be accompanied by an 'Urban Design Statement'. This statement will need to set out the design principles of the development covering the following:

- a) site appraisal and context.
- b) layout of street and spaces.
- c) activity and movement patterns.
- d) building design.
- e) public realm design.
- f) landscape design, including wildlife and biodiversity issues.
- g) energy and resource conservation.
- h) other relevant design issues.

Sensitive and prominent locations are considered to be those within or adjacent to Conservation Areas, those directly affecting the fabric or setting of a Listed Building, those sites occupying landmark or nodal locations with the town centre, and any site within the Resort Core or Resort Neighbourhoods with any elevation fronting onto the Promenade.

Policy LQ2: Site Context

The design of new development proposals will be considered in relation to the character and setting of the surrounding area.

- (A) New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include:
 - i. affecting the setting of a Listed Building.
 - ii. Conservation Areas.

Policy LQ3: Layout of Streets and Spaces

(A) The layout of all new development will be expected to create or positively contribute towards a connected network of streets and spaces that:

- (i) creates direct and integrated routes through the site which provide well signed and easy access to the existing street network, nearby facilities and public transport.
- (iii) creates distinctive useable spaces, including public open spaces, which are well-defined by buildings, boundary treatments and landscaping creating a structure for habitat generation and migration.

- (vi) provides or enhances a visually interesting environment through the creation of new landmarks, views and vistas.
- (vii) assimilates sensitively into the surrounding built form and/or landscape context.
- (viii) where possible, incorporates drainage requirements as features within the design in conjunction with sustainable drainage (SUDS) technology.

Policy LQ4: Building Design

In order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria: The scale, massing and height of new buildings should be appropriate for their use and location and be related to:

- (i) the width and importance of the street or space.
- (ii) the scale, massing and height of neighbouring buildings.

Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:

- (i) a base, of human scale that addresses the street.
- (ii) a middle, of definite rhythm, proportions and patterns, normally with a vertical emphasis on the design and positioning of windows and other architectural elements.
- (iii) a roof, which adds further interest and variety.
- (iv) a depth of profile providing texture to the elevation.

Materials - will need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

Policy LQ5: Public Realm Design

New developments creating outdoor areas that will be used by the public will be expected to provide or enhance a co-ordinated, uncluttered and visually interesting public realm that is convenient for all its users. The design of the public realm must enhance the setting of surrounding buildings and will be expected to:

- (a) use materials, such as paving, which are robust, attractive and appropriate to the location.
- (b) provide adequate lighting designed for the needs of pedestrians.
- (c) include clear and distinct signage.
- (d) provide a variety of places for people to sit.
- (e) include other appropriate landscaping and street furniture.

In major developments, the provision of public art will be encouraged.

Policy LQ6: Landscape Design and Biodiversity

New development will be required to incorporate appropriate landscaping and benefits to biodiversity wherever possible, that:

- enhances the spaces between and around buildings, including new streets provides new planting of appropriate specification, including the use of indigenous species and semi-mature planting, where appropriate.

- avoids the creation of left over spaces.

Policy LQ7: Strategic Views

Development that has a detrimental impact on strategic views will not be permitted.

Views of the following features and buildings are considered to be of strategic importance:

- (a) Blackpool Tower – views from the seafront and along main transport corridors leading into the town centre.
- (b) along the seafront and coastline.
- (c) into and within Conservation Areas.
- (d) local views of other Listed Buildings.

Policy LQ9: Listed Buildings

Development Affecting the Setting of a Listed Building Development which adversely affects the character or appearance of a listed building, or its setting will not be permitted.

Policy LQ10: Conservation Areas

Development must preserve or enhance the character and appearance of the Conservation Area. The development will need to respect the scale, massing, proportions, materials and detailing of similar building forms within the Conservation Area.

Policy LQ11: Shopfronts

Applications for new or alterations to existing shop fronts will be considered having regard to the character of the building and the street scene. Particular attention will be paid to the relationship of the ground floor with the upper floors of the property.

Policy LQ14: Extensions and Alterations

Applications for extensions or alterations will be considered in relation to the existing building, adjoining properties and to the surrounding area. Extensions and alterations must be well designed, sited and detailed in relation to the original building and adjoining properties. Past, unsympathetic alterations and extensions of adjoining properties should not be regarded as a precedent for further similar proposals. Materials will need to match or be complementary to the original building.

Policy AS1: General Development Requirements

New development will only be permitted where the access, travel and safety needs of all affected by the development are met as follows:

- convenient, safe and pleasant pedestrian access is provided.
- appropriate provision exists or is made for cycle access.
- appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided.
- safe and appropriate access to the road network is secured for all transport modes requiring access to the development.
- appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B. Where the above requires the undertaking of offsite works or the provision of particular services, these must be provided before any part of the development comes into use.

Policy AS2: New Development with Significant Transport Implications

New developments which would generate significant levels of travel will only be permitted in locations which have good access to the existing main highway network and which are well served by sustainable modes of transport. All proposals at or exceeding 500sqms gross floor area will be required to be supported by a simple Transport Assessment. A comprehensive Transport Assessment and a Travel Plan will be required for all proposals at or exceeding the thresholds set out in Appendix B. Where the above requires the undertaking of offsite works or the provision of particular services, these must be provided before any part of the development comes into use. The Council will refuse development which generates excessive or inappropriate traffic in the locality.

OTHER RELEVANT DOCUMENTS

Town Centre Conservation Area Extension of Boundaries, October 2014.

ASSESSMENT

The principle of the development in this location

The principle of hotel development in this town centre location is acceptable and generally in accordance with Core Strategy Policies CS1 and CS21 and Local Plan Policies SR5 and SR9, which permits the use of upper floors in the town Centre for hotel and leisure use. There would be some conflict with town Centre retail policies in the Core Strategy as there would be a net loss of 806 square metres of retail floorspace on the ground floor. However, as long as an active ground floor frontage is maintained, it is considered that the economic benefits of the proposal would outweigh concerns regarding the loss of retail space in this instance.

The outline proposal would have economic benefits to the town in providing a new, large, good quality hotel in the heart of the town centre. However, the NPPF is clear that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously. A future, reserved matters application relating to appearance would also have to demonstrate a social gain in providing a high quality environment, and an environmental gain which protects the historic environment.

The proposed layout, scale and mass of the building

The NPPF attaches great importance on the design of the built environment and new development should contribute positively to making places better for people. The NPPF confirms that new development needs to integrate into the existing built and historic environment and that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policies in both the Core Strategy and the Local Plan require new development to be well designed and to enhance the character and appearance of the area. Development should be appropriate in terms of height, scale, bulk, design and appearance, use of materials and

the relationship to neighbouring buildings. Development should enhance the existing character of an area where it affects the setting of a Listed Building or a Conservation Area.

The Palatine Building is in one of the most prominent positions on the seafront in Blackpool, being within 45 metres of Blackpool Tower. The design of any new development of this scale, in this location must be of the highest quality. Details regarding the proposed design/appearance of the building are not under consideration with this application.

The bulk of the existing building is approximately 14 metres tall (approximately 22 metres AOD) and the proposal would double that height to approximately 28 metres tall (approximately 36 metres AOD). The resulting building would be a little over 1.5 metres taller than the bulk of the former Woolworths building to the north and approximately 4 metres taller than the bulk of the Blackpool Tower building and nearly 19 metres taller than the Coral Island complex to the south. The front elevation of the building would be approximately 49 metres wide compared to the former Woolworths building which is approximately 38 metres wide.

Given how tall and wide the resulting building would be compared to neighbouring properties, and the sensitive location, the design of the elevations is a key consideration. A suitable design could be developed which would visually reduce the bulk, massing and dominance of the building, but without those details, a condition which approves the scale of the building but not the massing/ layout unless an appropriate design solution can be found to reduce the impact on the neighbouring listed buildings and the town centre Conservation Area is considered necessary.

Improvements to the public realm in terms of landscaping enhancements are welcomed in principle, but beyond a ground floor layout plan, which indicates an area of improved public realm to the south of the site, no detailed plans have been submitted. A condition requiring the submission of hard and soft landscaping scheme is considered necessary to ensure that the proposal has a high quality setting and to improve pedestrian links from the Promenade into the town centre.

The impact on strategic views of the Town Centre Conservation Area, Grade I listed Blackpool Tower and the locally listed former Woolworths building

Under s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, local planning authorities have to have special regard to the setting of listed buildings and the desirability of preserving their setting. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

The submitted Heritage Statement acknowledges how important the Palatine Building is as a prominent feature on the Promenade, and on its relationship with the former Woolworths building, the Tower and the Town Centre Conservation Area.

It is anticipated that a detailed design scheme will be developed to ensure that the appearance of the building will enhance the historic environment to the north of the site and will take design cues from it. A good quality design will also mitigate against the scale of the proposed building in relation to the historic environment to the north.

Transport, access, servicing and car parking

In terms of its location, the application site is in a highly accessible location, being in the town centre and on numerous bus routes and opposite a tram stop.

Adelaide Street West and this section of Bank Hey Street are currently accessible by bus and taxi only and there is a taxi rank along the full length of the west side of Bank Hey Street, and bus stops on the east side.

The 55 space car park would be in the basement and would have vehicle access via two hydraulic lifts. The Head of Transportation has raised concerns regarding the suitability of such an arrangement given the harsh marine environment. However, maintenance of the hydraulic lifts would be the responsibility of the owners. A condition requiring that the car park is provided and thereafter retained and available for the parking of cars should be sufficient to ensure that the building is serviced by car parking spaces. In any case, the site is in a highly accessible location, close to public car parks and transport links and so this wouldn't be an over-riding concern. However, changes to the existing Traffic Regulation Order which prevents cars from accessing along Adelaide Street West and Bank Hey Street would need to be made. Furthermore, part of the taxi rank on Bank Hey Street would be lost to a pick up/drop off point for the hotel and a new rank would need to be established elsewhere. The Head of Transportation has indicated that he is not willing to support the pick up/drop off points unless another location for a new rank is identified and funded by the developer.

The applicant will need to enter into an appropriate Legal Agreement with Blackpool Council acting as Highway Authority in order to agree and undertake works to provide a pick-up and drop-off point on Bank Hey Street and replacement taxi rank spaces.

The submitted Transport Statement confirms that the proposed development would not have a material impact in terms of highway safety and the Head of Transportation has not raised any highway safety concerns.

The servicing arrangements including waste storage and collection, would remain as existing.

Landscaping and lighting

The ground floor layout plan indicates areas of hard and soft landscaping and street furniture. A condition requiring the submission of a full hard and soft landscaping scheme is considered necessary.

Given the large scale of the building in such a prominent location, a lighting scheme for both the building and the public realm area to the south of the building is considered necessary to provide a good quality, landmark development in the heart of Blackpool.

CONCLUSION

The principle of this type of development in this location is acceptable and it is accepted that the proposal would have economic benefits for the town.

The scale of the proposed building is considered acceptable, although the massing may need to be adjusted as the design of the elevations develop.

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others.

It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

BACKGROUND PAPERS

Planning Application File(s) 16/0523 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Grant Permission

Conditions and Reasons

1. i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:

Appearance

- ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than

the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. This permission approves the scale of the building in accordance with drawing numbers 5415-L115 Revision P2 and 5415-L114 Revision P2 but does not give permission for the massing and therefore the layout shown unless an appropriate design solution can be found to reduce the impact on neighbouring listed buildings and the Town Centre Conservation Area.

Reason: To protect the setting of listed buildings and the Town Centre Conservation Area and to ensure their significance is sustained and enhanced in accordance with paragraphs 7-10 and 14 and Part 12 of the National Planning Policy Framework, Policies CS7 and CS8 of the Blackpool Local Plan: Part 1 - Core Strategy and Saved Policies LQ1, LQ4, LQ9 and LQ10 of the Blackpool Local Plan 2001-2016.

3. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of construction traffic.

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and hotels and to safeguard the character and appearance of the Town Centre Conservation Area and the Winter Gardens in accordance with Policies CS7 and CS8 of the Blackpool Local Plan: Part 1 - Core Strategy and LQ1, LQ9 and LQ10 of the Blackpool Local Plan 2001-2016.

4. a) No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local

Planning Authority. These details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, areas of soft landscaping, hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.

b) The landscaping works shall be carried out in accordance with the approved details within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner).

c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within five years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason. To ensure the site is satisfactorily landscaped in the interests of good design and visual amenity in accordance with paragraphs 56 and 57 of the National Planning Policy Framework, Policies CS6 and CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Saved Policies LQ1, LQ3, LQ4, LQ5, LQ6 and R11 of the Blackpool Local Plan 2001-2016.

5. No development shall take place until full details of an external lighting strategy for both the building and the public landscaped area to the south of the building have been submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall be implemented in accordance with the approved details prior to the hotel hereby approved is first brought into use and shall thereafter be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason. To ensure the site is satisfactorily illuminated in the interests of good design and visual amenity in accordance with paragraphs 56 and 57 of the National Planning Policy Framework, Policies CS6 and CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Saved Policies LQ1, LQ3, LQ4, LQ5, LQ6 and R11 of the Blackpool Local Plan 2001-2016.

6. The development hereby approved shall not be brought into use until a detailed scheme for on and off-site highway works have been approved and provided in accordance with a scheme to be submitted to and agreed by the Local Planning Authority. The submitted scheme shall include details of a drop-off and pick-up point on Bank Hey Street and of a new taxi rank.

Reason; In the interests of highway safety to mitigate against the loss of existing taxi rank spaces in accordance with Policies BH3 and AS1 of the Blackpool Local

Plan 2001-2016.

7. Within six months of the development first being occupied a detailed travel plan shall be submitted to the Local Planning Authority for written approval. The travel plan shall include the appointment of a travel co-ordinator and a format that consists of surveying, travel audits, a working group, action plans with timescales and target setting for the implementation of each element.

The approved travel plan shall subsequently be implemented in accordance with the timetable therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In order to ensure appropriate provision exists for safe and convenient access by public transport, cycle, and on foot as well as by car, in accordance with paragraph 36 of the National Planning Policy Framework and Policy AS1 of the Blackpool Local Plan 2001 – 2016.

8. Prior to the development hereby approved being first brought into use the car parking provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

9. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on including the following plans:

Location Plan stamped as received by the Council on 5 January 2016.

Drawings numbered:

5415_L108 Rev P1

5415_L114 Rev P2

5415_L115 Rev P2

5415_L107

5415_L109 Rev P1

5415_L110 Rev P1

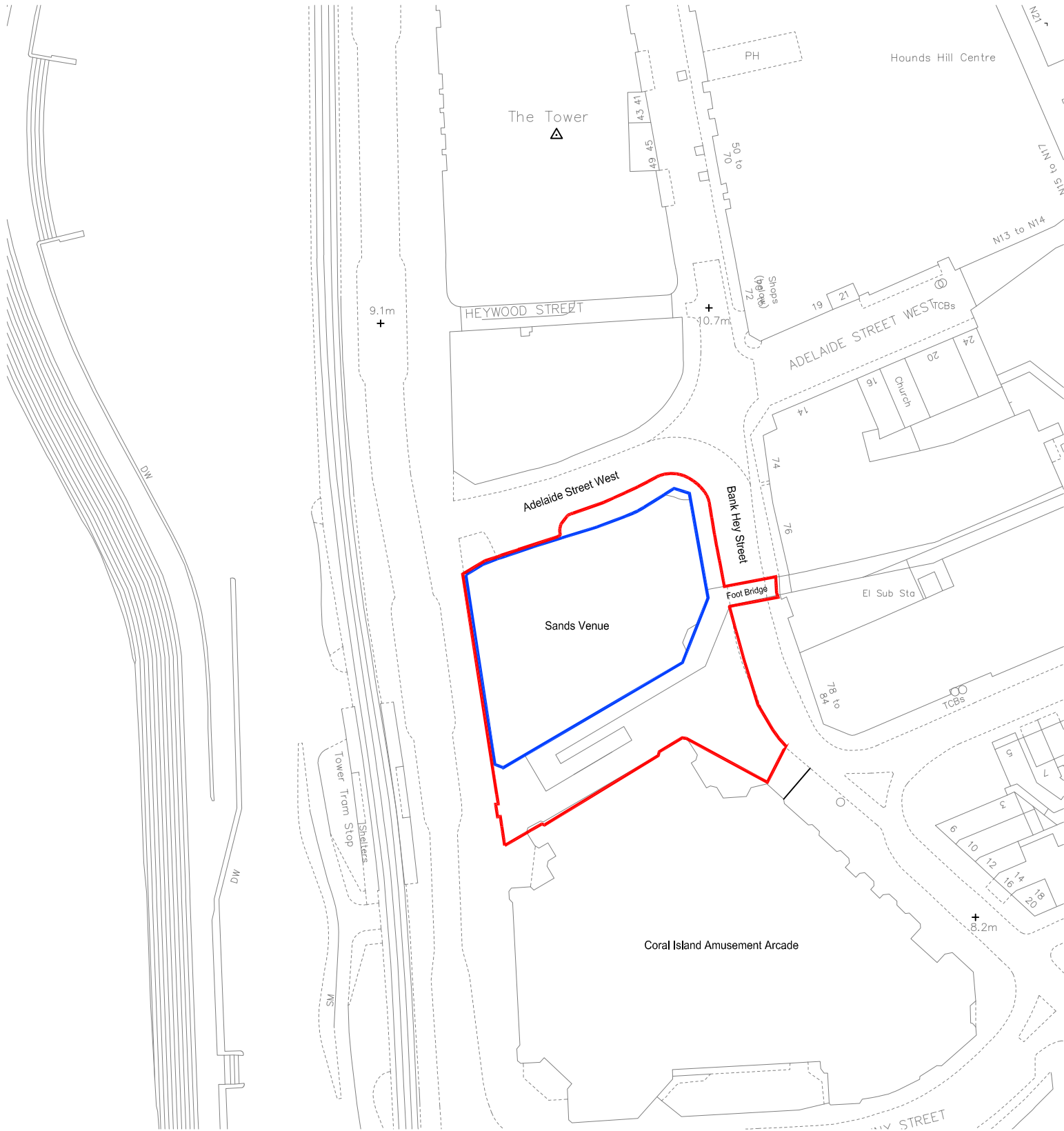
5415_L111 Rev P1

5415_L117 Rev P1

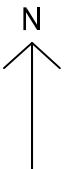
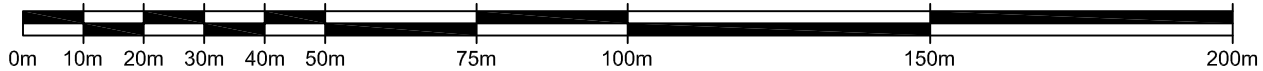
Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

Advice Notes to Developer

1. In relation to condition five attached to this planning permission, the developer will be required to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Built Environment Department, Number One, Bickerstaffe Square, Talbot Road, Blackpool, FY1 3AH (Tel 01253 477477) in the first instance to ascertain the details of such an agreement and the information provided.



1:1250 scale



> NOTES

> IMPORTANT

- > a This drawing is copyright and remains the property of this practice
- > Do not scale this drawing
- > All dimensions to be checked on site
- > Positions of existing services to be confirmed prior to proceeding

> REVISION STATUS

- S Information issued for feasibility or scheme design.
 - T Information issued for tender purposes only.
 - C Information issued for Construction.
- NB: Only those drawings containing a C revision to be used for construction.

> CLIENT

Mr Peter Swann

> PROJECT

Proposed Hotel Conversion & Extension at The Sands

> DRAWING TITLE

Site Location Plan

> SCALE

1:1250

> DATE

July 2018

> DRAWN

MS

> CHECKED

MS

> DRG NO.

5415_L100

> REVISION

> REVISION

> DATE

> DESCRIPTION

> FWP
 6 & 7 RIBBLESDALE PLACE
 PRESTON PR1 3NA
 T (01772) 259824
 F (01772) 203375
 E mail@fwp.uk.com
 www.fwpgroup.co.uk



Frank Whittle Partnership Group

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COMMITTEE DATE: [05/04/2016](#)

Application Reference: 15/0820

WARD: Anchorsholme
DATE REGISTERED: 17/12/15
LOCAL PLAN ALLOCATION: Protection of Public Open Space
Other site of nature conservation value

APPLICATION TYPE: Full Planning Permission
APPLICANT: United Utilities Water PLC

PROPOSAL: Re-development of Anchorsholme Park to include new pumping station and associated buildings, storage tank control building, six vent stacks, erection of cafe and bowling club/ maintenance building, re-contouring and landscaping of Park, new amphitheatre feature, new footpaths, provision of MUGA (multi-use games area), trim trail, and children's playground, new access from Princes Way, new walls and fencing, and works to beach to allow for connection of new marine outfall pipe.

LOCATION: ANCHORSHOLME PARK , ANCHORSHOLME LANE WEST, FY5 1ND

Summary of Recommendation: Grant Permission

CASE OFFICER

Mark Shaw

SUMMARY OF RECOMMENDATION

The application is recommended for approval in facilitating works to store and manage water/ wastewater within the combined drainage system at times of heavy rainfall beneath the Park, water that would otherwise be pumped into the Irish Sea adversely affecting bathing water quality. Following the completion of the works by United Utilities the Park will be re-developed providing a much improved public open space making better use of the space available. The new and improved Park will also have direct and level access onto the new Promenade following the completion of the on-going sea defence works.

INTRODUCTION

The application involves additional works to complement the on-going installation of a large underground storage water tank in Anchorsholme Park to enable the better management and control of water flows within the drainage network at times of heavy rainfall. This will reduce the discharge of waste water into the Irish Sea and hence improve water bathing quality. As part of this work the existing 1.5km outfall pipe will be replaced with a new 3.7km outfall pipe which forms the subject of a separate application to the Marine

Management Organisation. At present, a 1.5km outfall pipe pumps water/ wastewater out into the Irish Sea up to three times a season affecting the quality of the bathing water. Following the completion of these works Anchorsholme Park will be re-developed effectively providing a new park layout.

SITE DESCRIPTION

Anchorsholme Park provides approximately 10 hectares of Protected Public Open Space and lies at the north end of Blackpool close to Cleveleys adjacent to Princes Way and the Promenade which is currently being renewed to up-grade the sea defences forming a continuation of the recent sea defence and Promenade works in Cleveleys undertaken by/ on behalf of Wyre Borough Council. The Park was approximately 2 metres higher than Princes Way with a stone retaining wall formed the boundary between the two. Princes Way has been built up to be level with the Park. A strip of land at the southern end of the Park adjacent to Princes Way is designated as a Biological Heritage Site being the remnants of a former sand dune system.

DETAILS OF PROPOSAL

The proposal involves the erection of a new stormwater pumping station and screening facility, and six sculptured vent stacks close to Anchorsholme Lane West to replace the existing pumping station located on the headland, a new control building for the large storage tank being installed under the Park at present. The works will be accompanied by associated hardsurfacing, landscaping and boundary treatment. A new pedestrian and maintenance vehicular access would be provided from Princes Way into the Park which will be re-developed/ re-profiled and re-landscaped. One of the two existing bowling greens will be replaced by a bowling clubhouse/ maintenance building and landscaping. Within the centre of the Park a cafe and water tank control building and children's playground will be built, at the southern end of the Park a Multi Use Games Area (MUGA) will be constructed. One of the aims of the scheme is to provide three hubs within the Park rather than all the facilities being concentrated close to Anchorsholme Lane West.

The application is accompanied by an Environment Statement, a Flood Risk Assessment, a Statement of Community Involvement, a Planning Statement, a Ground Investigation Report, a Land Quality Risk Assessment and a Groundwater report.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Need for the United Utilities Development
- Impact on Residential Amenity
- Loss of Parkland/ New Park Development
- Other Matters

These issues will be discussed in the assessment section of this report.

CONSULTATIONS

Environment Agency: The Environment Agency has no comment to make on the above application.

Sustainability Manager: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Lancashire Wildlife Trust: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Natural England

Statutory nature conservation sites

No objection based upon the information provided. Natural England advises that the proposal is unlikely to affect any statutorily protected sites or landscapes. We can confirm that the works above are not sited within or adjacent to a Marine Conservation Zone, Special Area of Conservation, Special Protection Area (SPA) or Ramsar site. Natural England does not anticipate that there will be any significant effects of the proposal on intertidal habitats. The long sea outfall will extend into the Liverpool Bay SPA. Natural England has provided advice to United Utilities on the construction of the marine long sea outfall pipe and will provide our formal response to the Marine Management Organisation in regards to the application for a marine licence when requested.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this

application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example, through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

Sport England: The Government, within their Planning Practice Guidance (Open Space, Sports and Recreation Facilities Section) advises Local Planning Authorities to consult Sport England on a wide range of applications. This application falls within the scope of the above guidance as it relates to development which creates opportunities for sport.

Sport England assesses this type of application in line with its planning objectives and with the National Planning Policy Framework (NPPF). Sport England's planning objectives are to PROTECT existing facilities, ENHANCE the quality, accessibility and management of existing facilities, and to PROVIDE new facilities to meet demand. The proposal includes the provision of a Multi Use Games Area, trim trail and pavilion for the bowling club. Each of these facilities will help increase physical activity in the area by providing well located and accessible facilities. This being the case, Sport England offers its support for this application, as it is considered to meet Sport England's policy objectives to enhance and provide sports facilities.

Police Architectural Liaison Officer: The Crime Impact Statement is formed based on local crime figures and trends, incidents reported to the police and community knowledge gathered from local policing teams. It is with this knowledge and policing experience that the recommendations made are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development.

Crime Risks

Within the last 12 months period, crime level in this location is moderate. This can be maintained with the proposed design of Anchorsholme Park contributing to the reduction of crime and a safe place to be.

Observations.

The developers/architects provided me with detailed plans and Design and Access statement prior to this planning application being submitted. The applicant advised that they were seeking to obtain Secured by Design accreditation, my response was as follows: "The levels of the site have been utilised significantly to take advantage of natural surveillance in order to afford a reduction of crime and a feeling of safety. I would ask that any planting is, were possible restricted to low level plants growing to no more than one metre high in order to maintain natural surveillance. Should the design be to the specification detailed I am sure that upon completion the Park could be certified as Secured by Design."

Recommendations.

A considerable attention to detail has been undertaken by the applicant in order to achieve Secured by Design. I am sure should this application be granted it will provide a first class public amenity for the residents and visitors to Blackpool to enjoy in a safe environment.

Head of Transportation: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Head of Housing and Environmental Protection Services: We require a construction management plan to be submitted giving details of hours of work and measures for preventing dust/grit/noise/odour nuisance to nearby residents.

Contaminated Land Officer: No further information is required

Head of Parks and Green (Environmental Service): No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Wyre Borough Council- No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

PUBLICITY AND REPRESENTATIONS

Press notice published: 17 December 2015

5 site notices displayed: 18 December 2015

Neighbours notified: 17 December 2015

The following representations have been received:-

3 Parkland Close, Blackpool: We are very disappointed that the initial reassurances given to us the proposal seems to have been altered over time.

1) The huge building that is going to be built in front of our house and that of our neighbours will not only invade our privacy, increase noise level, increase risk of anti-social

behaviour but expose us to risk of vandalism as well as looking unsightly (why exactly does the bowling club need a building that is 30 percent bigger than the existing one). Why can't this building be put on an alternative site on the park that will have less impact on ourselves and neighbours.

2) We are losing an existing beautiful park with its 18 hole pitch and putt course, 2 bowling greens, putting green and lovely open spaces to be replaced with a huge works compound area, raised mounds in the park and cafe meaning loss of view by surrounding houses which in turn could lead to vandalism and misbehaviour. Due to these mounded areas will it not make it more hazardous for elderly people and people with disabilities?

3) Increase in smell from ventilation stacks. We moved to this house eight years ago, the main attraction being the beautiful park and the view out of our windows, we are extremely upset that this is all about to change resulting in a huge concrete building to look out on that will block the view as well as light, smell from ventilation pipes and reduced park area and facilities. How is this improvement?

21 College Avenue, Blackpool: The proposed landscaping will cause this property to be overlooked from the Park and there will be loss of privacy. The landscaping may change the drainage arrangements currently in place. The building site is approximately 300mm higher than the garden of this property and on 26 December water drained from the building site causing the garden and garage to flood. With varying heights of the park area how can we be assured the surrounding properties will not have increased water draining problems? Anchorsholme Park is an area of recreation offering a number of amenities. The proposal is reducing the park area and the amenities, thus downgrading the Park to an area of open space. The proposal is not a like-for-like development offered when the work was first discussed at public meetings. What controls are in place to avoid attracting groups of people misusing the area into the evening where they will be unseen due to the landscaping and buildings?

2 Gresham Road, Blackpool: Anchorsholme Park is designated as 'public open space' in the Local Plan. I wish to object to the creation of the large "UU Process Area" fronting Anchorsholme Lane West which appears to exclude the public by means of 1.5 m high fences, walls and security gates. This is a HUGE LOSS OF PUBLIC OPEN SPACE, little of which exists in Blackpool. POLICY BH5 (c) IN THE LOCAL PLAN IS NOT SATISFIED in so far as there is no alternative/replacement public open space being offered up. This area represents over 15% of the parks surface area. The UU proposals for Anchorsholme Park have always been delivered as being underground tanks and associated pipe work, not a large UU depot. THE EXISTING PUMPING STATION WAS UNKEMPT AND NEVER MAINTAINED. It took me over a year of correspondence to get UU to remove graffiti, remove scrap steel and the area swept etc. Do residents want a greater surface area of this type of 'industrial' use? A PLANNING CONDITION NEEDS TO ADDRESS FUTURE MAINTENANCE OF THE UU OPERATIONAL INSTALLATIONS, WALLS, VENTS ETC. Graffiti alone could become a nightmare.

I have concerns about the amount of mounding and the creation of drainage channels. The park will be:

- (i) LESS DISABLED FRIENDLY (with gradients)
- (ii) LESS SECURE by creating 'hiding' places (mounding limits sight lines)
- (iii) DITCHES AND PONDS ARE UNSAFE FOR CHILDREN AND DOGS AND WILL HOLD LITTER
- (iv) THE PROPOSAL OFFERS LESS RECREATIONAL FACILITIES THAN EXISTING, loss of golf etc.
- (v) LANDSCAPING IS NOT BEING REPLACED LIKE FOR LIKE
- (vi) RESIDENTS AMENITY WILL BE REDUCED BY BLOCKING VIEWS
- (vii) MOUNDS, DITCHES, VENTS, WALLS ETC WILL CREATE GRASS CUTTING PROBLEMS AND MAKE THE PARK MORE EXPENSIVE TO MAINTAIN WHICH WILL ULTIMATELY TRANSLATE INTO LESS FUTURE MAINTENANCE

As regards smell pollution, this has been a problem at the UU site for a generation. The technical report and scientific analysis that accompanies this application is meaningless and should summarise the facts and projected outcomes for the layman.

On a minor level, the small area of wasteland to the north of the tram turning circle needs to be brought into the landscaping scheme as this has in the past been an unmanaged site and left to accumulate rubbish. Presumably it is not included in the car park proposal to the south of the turning circle and it will remain a future problem if not addressed at this time. Surely a pathway needs to run from the café to the new park entrance on Princes Way as the café's economic future will largely depend on passing trade from the Promenade. It would also avoid an inevitable "desire line" footpath being created in the grass.

1 Parkland Close, Blackpool Over the last few years, residents were assured, the Park would be levelled to meet the new Promenade, and no building will be any closer to residential properties.

Council Maintenance Building and Bowling club.

- 1). Too close to residents on Parkland Close,
- 2). Height of building will block sunlight from several properties that has been enjoyed for many years.
- 3). Proposed site will increase noise and nuisance levels to residents. Perhaps consideration should be given for such building to be relocated to the west side of the path, and height reduced to no more than 3 metres high. Reducing loss of light, and disturbance to nearby residents.
- 4). Size of building increased, whilst a decrease in useage, for both parties.

Mounding, build-up of earth to Park areas

- 1). Loss of residents view to the Park and café area's will attract vandalism and misbehaviour, on several occasions, I have called both Police and Fire service as existing buildings being broken into, and set on fire, These moundings are cost cutting, due to the cost of transporting excavated earth from the site.

Works compound area.

1). Over 20 times bigger than existing, taking huge area of Park completely changing current usage and should be reduced to a bare minimum and kept in keeping with surrounded areas, not blocks of concrete.

Existing/Proposed Car, Coach, and camper van parking

1). The new proposed car, coach and camper van parking to the surrounding areas, are not included in the submission, and are a factor needing consideration.

General.

1). Public use of bowling green, pitch and putt, golf, controlled use of tennis courts and table tennis will be lost. Whilst it is encouraged leisure facilities should be expanded.

2). Pathways over the increased mounding areas, are not more disabled or elderly friendly as several do use the park and will struggle with inclines.

3). Lack of information to the playground area.

4). Lack of information on plantation and shrub areas.

4). Believe the public questionnaire was distributed on kids face painting fun day, the most affected residents on Parkland Close, College Ave and Queens Promenade should have been asked, and views taken into consideration.

We can only express, extreme disappointment, from what was promised, for the residents and Park users, to what has been submitted, there is great opportunity here to make Anchorsholme Park a great attraction, and nice place to be, proposed is cost cutting, a café area, next to a large sewage works compound, that will become untenable and vandalised regardless of CCTV.

2 Parkland Close, Blackpool: very strong objections to a number of points.

Inappropriate proposed siting of the Bowling Club and park maintenance buildings directly in front of our property. The proposed new Bowling Club development being 30% larger than the existing clubhouse and sited much closer to our property and will increase noise levels, making it much noisier plus the siting of the clubhouse will have a very serious impact on our privacy. We have seen first hand the impact of anti-social behaviour in the Park, including youths climbing on the roof of existing buildings. Bringing these buildings closer to our property exposes us to additional risks of vandalism to our property.

The size and siting of the proposed park maintenance building. The existing maintenance building is approximately 3m x 3m which maintained a large 18 hole pitch and putt course, an 18 hole putting green and 2 bowling greens. Why the unacceptable need for such a massive new building when the Park is to lose the pitch and putt course, the putting green and one bowling green. The proposed site and relocation bringing these buildings closer to our property shows no regard for long standing residents with property that overlook the Park. We believe there are a number of alternative sites which would reduce the impact on ourselves and neighbours and have no detrimental effect on other properties in the area. Relocating the buildings in in Area H at the border with Anchorsholme Park would improve the Park providing an open plan feel as you enter.

United Utilities claim, and have repeatedly assured residents, that they are committed to returning an improved Park when the project is complete. Replacing beautiful parkland, enjoyed by locals and holiday makers alike, with an area consisting of a 15% concrete jungle maintenance building site is not returning an improved park. The large proposed control building/maintenance area behind the existing bowling club is not in keeping with an improved park.

The Department of the Environment have quoted one of the causes of flooding is the replacement of garden, green areas with concrete which doesn't allow rainwater to disperse. United Utilities aim to replace 15% of beautiful parkland with concrete. Also the loss of an 18 hole pitch and putt course, a putting green and a bowling green enjoyed by locals and holiday makers is not an improvement, the loss of amenities will deter holiday makers coming to the Park and spending money in Cleveleys. Overall we believe the proposed development, especially in our case the siting of the Bowling Club and maintenance buildings would have a serious effect on our lives and our human rights to have a quiet peaceful enjoyment of our property.

25 College Avenue, Blackpool;

1. Objection to the height of the mounds for they will:
 - a. obstruct the 'natural surveillance' of the amenities on the Park. Figure 10.10 reveals how the lower sections of the buildings (Cafe, Ventilation Stacks, etc) cannot be seen from Queens Promenade, the major pedestrian/ vehicular route. This will lead to problems with vandalism and provide places where illegal alcohol and drug abuse etc. can take place and lead to increased noise and disturbance for local residents
 - b. lead to a loss of privacy for houses on the south side of College Avenue. People standing on the mounds will directly overlook our gardens and houses.
 - c. be detrimental to the natural flow of activities on the Park . These moundings are a cost cutting exercise, but in May 2015 United Utilities reported an underlying operating profit up £30m to £664m for the financial year 2014/ 2015
2. Objection to the odour from the Ventilation Stacks. The UU development at Manchester Square has problems with this issue. If people are to be attracted to using the Park and its new facilities UU should give guaranteed assurances that there will be no smell emanating from these vents. Who wants to use or live by a park with a lingering foul odour?
3. Objection to the size of the UU compound / plant at the corner of Anchorsholme Lane / Princes Way which is over large and out of proportion to the rest of the development. This, along with the unattractive industrial building, will have a negative visual impact on both visitors and residents.
4. Objection to the positioning and disproportionate increase in size of the Bowling Green Club and Maintenance Building because:
 - a. The building will result in loss of privacy and increased disturbance and noise for residents.
 - b. It will provide an area for youths to congregate causing problems for residents particularly in the evenings.
 - c. Why has the size of these buildings increased when there is a

decrease in usage in both areas? There is one less bowling green and no mention of retaining the putting green or the pitch and putt course.

21 Anchorsholme Lane West: Why have the bowling club and parks maintenance building been positioned directly in front of the properties on Parkland Close, if the building was repositioned on the other bowling green adjacent to the entrance to the park, they would not be affecting any property directly. After viewing proposed building plans for the new bowling club it appears to have a verandah in front of a fully glazed wall and door access behind. The proposed position of the verandah would be north facing so making uncomfortable viewing. If the building was positioned as I have mentioned above the verandah and internal viewing area would be south facing so benefitting protection from northerly winds so benefitting spectators.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute towards sustainable development. There are three strands to sustainable development namely economic, social and environmental, which are mutually dependent. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

Paragraph 6 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment. Amongst other things, this includes replacing poor design with better design.

Paragraph 14 makes clear that at the heart of the NPPF there is a presumption in favour of sustainable development, which is the 'golden thread' running through both plan-making and decision-taking. This means: (i) local planning authorities (LPAs) should positively seek opportunities to meet the development needs of their area; (ii) Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change; (iii) approving development proposals that accord with the development plan without delay; and (iv) where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Para 17 of the NPPF sets out 12 core planning principles, stating that amongst other things planning should:

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
 - always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
 - encourage the effective use of land by reusing land that has been previously developed;
- and

- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

The NPPF also aims to ensure that development responds to local character and history (para 58) and seeks to achieve good design which promotes local distinctiveness (para 60). Decisions should address the connections between people and places and the integration into the natural, built and historic environment. Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

With regard to the environmental strand, pursuing sustainable development involves seeking positive improvements in the quality of the natural environment, including moving from a net loss of biodiversity to achieving net gains for nature (NPPF para 6 - 10). Paragraph 61 states that planning decisions should address the integration of new development into the natural environment; paragraph 109 requires the planning system to contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains in biodiversity; and paragraph 118 encourages opportunities to incorporate biodiversity in and around developments.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council on 20 January 2016. In accordance with paragraph 216 of the National Planning Policy Framework, significant weight can now be given to the policies of the Core Strategy. Certain policies in the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

Policies contained in the Core Strategy relevant to this application are:

CS1- Strategic Location of Development
 CS6- Green Infrastructure
 CS7- Quality of Design
 CS9- Water Management
 CS10- Planning Obligations
 CS12- Sustainable Neighbourhoods
 CS15 - Health Facilities & School Places

None of these policies conflict with or outweigh the provisions of the saved Local Plan policies listed below.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006 and the majority of its policies saved by direction in June 2009. The following policies are most relevant to this application:

BH3- Residential and Visitor Amenity
BH4- Public Health and Safety
BH5- Protection of Public Open Space
BH21- Protection of Community Facilities
LQ1- Lifting the Quality of Design
LQ2- Site Context
LQ3- Layout of Streets and Spaces
LQ4- Building Design
LQ5- Public Realm Design
LQ6- Landscape Design and Biodiversity
NE5- Other Sites of Nature Conservation Value
NE9- The Coast and Foreshore
RR12- Other Promenade Areas
AS1- General Development Requirements

ASSESSMENT

Need for the United Utilities Development

From 2015 new water bathing quality standards have been in place and under these new higher standards seven out of eight of the Fylde Coast bathing waters are classified as 'poor'. The existing pumping station and outfall pipe is not considered fit for purpose to meet current standards and in need of replacement, the lack of water storage facilities to accommodate storm water peaks is also an issue meaning that more polluted water is being pumped into the Irish Sea than should be the case. The size and position of the pumping station and maintenance buildings and the associated hardsurfaced areas is largely fixed and are the essential requirements for ease of access and the maintenance of the facilities.

Therefore, the need for the development is accepted as is the extent of the proposed buildings and United Utilities landtake within the Park and in compensation the Park will be considerably improved as a leisure and recreation facility. The community, environmental and tourism benefits of improved bathing water quality, notwithstanding the Park improvements, are considerable, for the long term and constitutes sustainable development in accordance with the National Planning Policy Framework, and the relevant policies contained within the Local Plan and Core Strategy.

Impact on Residential Amenity

The proposal, largely by necessity, involves a not insignificant number of buildings and hardsurfacing and the proximity of the new bowling green/ park maintenance building to Parkland Close occupying one of the two existing bowling greens, and the position and size of the pumping station and associated hardsurfacing, in particular, have been the subject of some local opposition referred to above. A number of issues have been raised by including overlooking, loss of privacy, loss of views, sunlight and outlook, noise, odours and air quality, and potential anti-social behaviour.

It is a well established principle of planning law that the loss of a view is not a material planning consideration, and whilst the bowling green pavilion and park maintenance building is to be located closer to the residential boundary than the former buildings, the

new building is single storey, 30 metres from the boundary with Parkland Close and orientated such that there will be no anticipated issues with either loss of privacy, overlooking, loss of sunlight or noise. The proposed six vent stacks are 130 metres from Parkland Close and 60 metres from the northern boundary and therefore odours should not be a problem. In terms of anti-social behaviour, that potential exists at present and the Police Architectural Liaison Officer has been involved in the development of the proposal and is content to support the proposal.

To minimise the impact of the future Park works a Construction Management Plan would be imposed on any granting of planning permission controlling amongst other matters the routing of traffic and hours of working.

Loss of Parkland/ New Park Development

Whilst the proposal involves the loss some public open space and some additional built development on the Park it also presents a one off opportunity of comprehensively re-providing all new facilities, taking into account of public consultations and public comments. The proposed Anchorsholme Park will spread the new facilities out over three areas to make full use of the space available rather than all being concentrated close to Anchorsholme Lane West and by opening the Park onto the Promenade rather than being physically separate the proposal will coincide with the new sea defence and promenade works and will integrate the two areas, for example making the new cafe area readily accessible from the Promenade. As stated above it is accepted that the proposal involves additional built development and hardsurfacing particularly at the northern end close to Anchorsholme Lane West and that the proposed works are necessary to improve bathing water quality, and hence also improving the cleanliness of the local beaches and also, given the large storage facility under construction, also reducing flood risk within the Anchorsholme and Cleveleys area.

In terms of visual impact the design and layout of the Park, the largest maintenance building will be cut into land below existing land levels thus the proposal endeavours to provide an interesting and varied layout whilst also minimising the visual intrusion of the required buildings.

Following the completion of the United Utilities works, Anchorsholme Park will be re-profiled, re-landscaped and provided with all new facilities, which have been subject to public consultations, and will make much more effective use of the space available. The centrally located cafe area will include a children's play area and event space and the Park will connect to and be level with Princes Way and the new Promenade which should increase the number of people using the Park and its facilities. The trim trail will be re-located towards the southern end of the Park adjacent the Multi Use Games Area providing football, tennis and basketball facilities. One of the two bowling greens would be lost and more than half this area adjacent Parkland Close will be landscaped with the remaining area being the site of a bowling pavilion and park maintenance building. This will provide a much better social and recreational facility for the bowlers and should help to increase usage.

The two golf facilities, pitch and putt and the putting green will be lost from the Park which is unfortunate. The pitch and putt would be difficult to replace given the other facilities

within the Park will be spread out and also given the re-profiling of the Park, which presumably is at least in part, to retain excavated material on site, in addition to providing a more interesting and sheltered profile. Sport England consider the proposals would meet its policy objectives to enhance and provide sports facilities.

Other Matters

In addition to providing new facilities and amenities within the Park and improving access, the works will be combined with landscaping and ecological improvements with an extensive wildflower meadow proposed adjacent the western boundary with Princes Way which will connect into the Biological Heritage Site (part of a former sand dune system) at the south end of the Park. Running parallel with much of the new footpath network is a swale which will act as a natural surface water drainage system within the Park, including a collection pond, which is an additional ecological feature.

With regards to access into the Park, including disabled and mobility access, significant improvements will be made to existing access points and a new level access provided onto the Promenade connecting all the new facilities. In addition to the landscaping works the proposal involves new timber fencing and decorative gabion (stone) wall features.

CONCLUSION

The application involves a significant amount of inter-related works which co-incide and tie in with the on-going sea defence and Promenade works which will improve bathing water quality, improve the quality of local beaches, reduce flood risk and provide a much improved and bespoke Anchorsholme Park making a more effective use of the area available providing three separate hubs. The proposal is considered to constitute sustainable development having significant environmental, social, community, economic and tourist benefits for Anchorsholme and its wider area and is in accordance with the National Planning Policy Framework and longstanding and recent local plan policies contained in the Local Plan and Core Strategy which are referred to earlier in this report.

Whilst there is a loss of some of the existing Park area, this is by necessity and a robust and exceptional justification has been put forward and this will be adequately compensated for within the new Park layout improving on the existing facilities and improving access.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

BACKGROUND PAPERS

Planning Application File(s) 15/0820 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Grant Permission

Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

2. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of construction traffic.

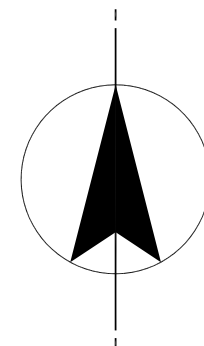
The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

Advice Notes to Developer

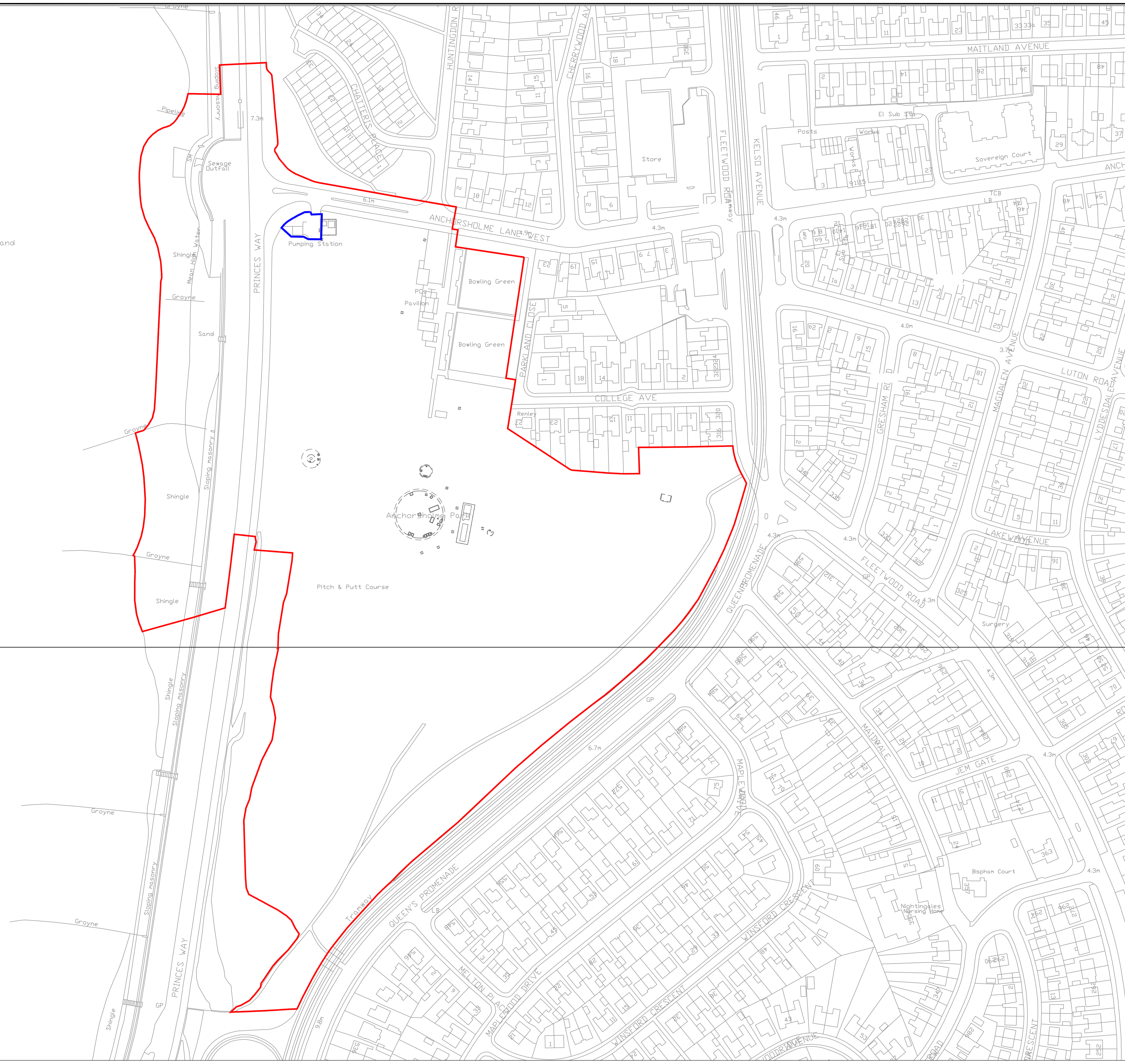
Not applicable

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Sand



Sand



NOTES

- 1. ALL DIMENSIONS IN MILLIMETERS AND ALL LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.

LEGEND

-  CONTRACTORS WORKING AREA
-  AREA SHOWING EXTENT OF UU LAND OWNERSHIP

OS GRID REF
SD3142

CURRENT ISSUE INFORMATION

A	YDP	KH	SG	ISSUE FOR PLANNING	26 Nov 15
VERSION	DRWN	CHKD	REVD	DATE	



UNITED UTILITIES PLC
ANCHORSHOLME OUTFALL EXTENSION
SITE LOCATION PLAN

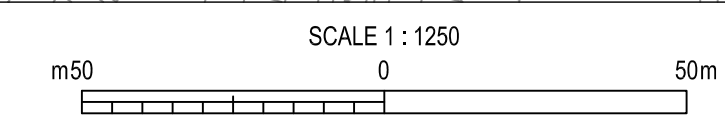
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1:1250

SHEET SIZE
A1

DRAWING NUMBER
M315/80040279/00/97/1001

REVISION
A

TO BE REPRODUCED IN COLOUR ONLY



COMMITTEE DATE: 05/04/2016

Application Reference: 16/0047

WARD: Clifton
DATE REGISTERED: 04/02/16
LOCAL PLAN ALLOCATION: Main Industrial / Business Area

APPLICATION TYPE: Outline Planning Permission
APPLICANT: Lancashire Constabulary

PROPOSAL: Erection of building to form a divisional police headquarters and custody suite for Lancashire Constabulary, which would range in height from 3 metres to 13.5 metres, with associated car parking, servicing and landscaping.

LOCATION: SITE OF FORMER PROGRESS HOUSE, CLIFTON ROAD, BLACKPOOL, FY4 4US

Summary of Recommendation: Grant Permission

CASE OFFICER

Gary Johnston

SUMMARY OF RECOMMENDATION

The proposal would represent sustainable development and would fulfil the economic, social and environmental roles of the National Planning Policy Framework. The proposal would be consistent with Policy DE1 of the Blackpool Local Plan and Policy CS3 of the Blackpool Local Plan: Part 1 - Core Strategy and would assist with the implementation of Policy CS20 of the Blackpool Local Plan: Part 1 - Core Strategy (relating to the Leisure Quarter site immediately to the south of the town centre) by allowing the relocation of the divisional headquarters and contributing to the site assembly for a major leisure/tourism attraction to be built.

INTRODUCTION

Discussions have been ongoing for some time with Lancashire Constabulary about a relocation from the current site in Bonny Street. The Bonny Street site is part of the Leisure Quarter site where the Council would wish to see a new year round tourism attraction developed and hence the relocation of the Police divisional headquarters is seen as crucial to fulfilling this aim. The Progress House site became surplus to the Council's requirements with the opening of Bickerstaffe House in the town centre and the buildings were demolished pursuant to a prior approval application submitted in October 2014 (ref. 14/0707). The gas holders on the adjacent National Grid site were demolished pursuant to a

prior approval application submitted in August 2014 (ref 14/0631). Subsequently the Hazardous Substances Consent for the storage of natural gas on the National Grid site has been revoked (consent reference 00/0270)- confirmed by the Secretary of State on 11 January 2016. There have been pre-application discussions regarding the application and this application has resulted from those discussions. Lancashire Constabulary undertook some consultation events in January 2016 in the Hounds Hill Shopping Centre and at Mereside. There is an intention for Lancashire Constabulary to retain a presence in Blackpool town centre.

SITE DESCRIPTION

The application site extends to some 4.54 hectares and is roughly rectangular in shape. There is a slight slope on the site from north to south. To the west of the site is the National Grid site. To the east of the site is the Clifton Retail Park which comprises a Tesco Extra store together with Clarks, Matalan and Next stores. To the rear of the site is a dual carriageway linking Yeadon Way to the M55 motorway. To the north of Clifton Road is open space beyond which is the Mereside Housing Estate. The site is enclosed by fencing and there is a landscaped strip fronting Clifton Road. Access to the National Grid site is shared and there is a redundant gate house close to the north-west corner of the site.

DETAILS OF PROPOSAL

This is an outline planning application for the erection of a new divisional headquarters and custody suite for Lancashire Constabulary with associated parking and servicing facilities. The building would have a floor area of some 7941 square metres and the application seeks to have layout, scale and access approved at this stage with appearance and landscaping to be approved later. The building would be set back some 37 metres from Clifton Road and would be part three storey (on the frontage) and part single storey (to the rear). It is envisaged that the building will range between 3 metres and 13 metres in height. To the rear of the building there would be car parking and servicing space. In the north-west corner of the site adjacent the site access there would be a public parking area adjacent the main entrance to the building. 20 car parking spaces including two mobility spaces would be provided. Cycle parking would also be provided adjacent the main entrance to the building. A total of 479 car parking spaces (staff and operational) would be provided and there would be in the region of 450 staff based at the divisional headquarters.

The application is accompanied by the following documents -

Planning Statement
Design and Access Statement
Phase 1 Ecological Study
Arboricultural Assessment
Phase 1 Environmental Study
Transport Statement
Flood Risk Assessment

In October 2015 in response to a screening request (Town and Country Planning - Environmental Impact Assessment - England & Wales - Regulations 2011) the Council issued its opinion that the development did not constitute Environmental Impact Assessment (EIA) development requiring an Environmental Assessment.

There will be a need for a communications mast to serve the divisional headquarters. This does not form part of the current application but the suggestion is that this would need to be in the region of 45 metres high (not the 60 metres indicated on the submitted layout plan). A separate planning application would be required for this

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- the principle of the development
- impact on highway safety
- scale/design of the development
- impact on amenity

These issues will be discussed in the assessment section of this report.

CONSULTATIONS

Environment Agency: No objection in principle to the proposed development subject to the inclusion of conditions which meet the following requirements:-

CONDITION: No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance

and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure the development does not pose a risk of pollution to controlled waters.

CONDITION: No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON: To ensure the development does not pose a risk of pollution to controlled waters.

Head of Transportation: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Contaminated Land Officer: I have looked at the information provided with the Phase 1 risk assessment, and agree with the recommendations that have been submitted. A Phase 2 intrusive investigation is to be carried on the site along with a minimum of 6 rounds of ground gas monitoring. If the Phase 2 report shows there to be elevated concentrations in ground conditions then a validation strategy will need to be formulated and agreed with the Local Authority before works begin.

Head of Housing and Environmental Protection Service: Environmental Protection has no adverse comments to make on this outline proposal.

United Utilities: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Blackpool International Airport: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

National Grid: No objections in principle. There will be a need to contact National Grid prior to undertaking any work on site.

Health and Safety Executive: No objections given that the removal of the gas holders and the revocation of the hazardous substances consent has removed any constraint to development of the site.

Police (Architectural Liaison Officer): No objections in principle but makes recommendations regarding perimeter security for the site, CCTV, security bollards, lighting and detailed requirements regarding the building. It is suggested that pre-application meetings with the design team have meant that these matters will be addressed as part of the reserved matters application and that the scheme will achieve Secured by Design standards.

PUBLICITY AND REPRESENTATIONS

Press notice published: 18 February 2016
Site notice displayed: 24 February 2016
Neighbours notified: 5 February 2016

No representations have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in planning decisions.

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless material considerations indicated otherwise. It is highly desirable that Local Planning Authorities have an up-to-date plan in place.

Paragraph 14 states - at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or
 - specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which includes to proactively drive sustainable

development, promote mixed use development and secure a high standard of design and a good standard of amenity.

Paragraph 21 requires authorities to set out a clear economic vision and strategy for their area.

Paragraph 22 suggests that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of the site being used for that purpose.

Paragraph 32 states that decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site the reduce the need for major infrastructure; safe and suitable access to the site can be achieved for all people and that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 56 states that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 61 states that although visual appearance and architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

Paragraph 150 emphasises the importance of Local Plans in delivering sustainable development. It reiterates the point that planning decisions should be made in accordance with the 'Local Plan' unless material considerations indicate otherwise.

Paragraph 186 states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

Paragraph 216 of the NPPF allows relevant policies to be given weight in decision-taking according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by Council at its meeting on 20 January 2016. The document will be published on the Council's website in due course. In accordance with paragraph 216 of the National Planning Policy Framework significant weight can now be given to the policies of the Core Strategy. Certain policies in the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

The policies in the Core Strategy that are most relevant to this application are -

CS1: Strategic Location of Development

CS3 - economic development and employment

CS5 - connectivity

CS7 - quality of design

CS9 - water management

CS10 - sustainable design

CS15 - health and education

CS20 - leisure quarter

CS24 - south Blackpool employment growth

CS27 - south Blackpool connectivity and transport

None of these policies conflict with or outweigh the provisions of the saved Local Plan Policies listed below.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006 and the majority of its policies saved by direction in June 2009. The following policies are most relevant to this application:

Policy LQ2 Site Context states that the design of new development proposals will be considered in relation to the character and setting of the surrounding area. New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include locations affecting the setting of a Listed Building or should be a high quality contemporary and individual expression of design.

Policy LQ4 Building Design states that in order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria:

- (A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential developments will be expected to achieve a connected series of defensible spaces throughout the development.

- (B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:
 - I. the width and importance of the street or space
 - II. the scale, massing and height of neighbouring buildings.

- (C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:
 - I. a base, of human scale that addresses the street
 - II. a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements
 - III. a roof, which adds further interest and variety
 - IV. a depth of profile providing texture to the elevation.

- (D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

Policy LQ6 Landscape Design and Biodiversity states that new development will be required to incorporate appropriate landscaping and benefits to biodiversity wherever possible, that:

- (a) enhances the spaces between and around buildings, including new streets.
- (b) retains existing mature trees, shrubs, hedgerows and other landscape features and species, or habitats of ecological importance, within the site where possible and incorporates them into the overall design.
- (c) makes provision for appropriate replacement planting or creation of features where the removal of existing mature landscaping or important ecological species or habitats is unavoidable.
- (d) provides new planting of appropriate specification, including the use of indigenous species and semi-mature planting, where appropriate.
- (e) avoids the creation of left over spaces.
- (f) provides an adequate buffer between obtrusive developments, such as industry, and other uses.
- (g) avoids interference with the operation of public CCTV systems where in place.
- (h) Development proposals will be required, where appropriate, to submit a suitable and comprehensive landscaping scheme, with clear proposals for implementation and maintenance, as part of the planning application.

Policy BH3 Residential and Visitor Amenity states that developments will not be permitted which would adversely affect the amenity of those occupying residential and visitor accommodation by:

- (i) the scale, design and siting of the proposed development and its effects on privacy, outlook, and levels of sunlight and daylight; and/or
- (ii) the use of and activity associated with the proposed development; or by
- (iii) the use of and activity associated with existing properties in the vicinity of the accommodation proposed.

Policy BH4 - Public Safety - seeks to ensure air quality is not prejudiced, noise and vibration is minimised, light pollution is minimised, contaminated land is remediated and groundwater is not polluted.

Policy NE6 - Protected Species - seeks to ensure that development does not adversely affect animal and plant species that are protected.

Policy NE7 - Sites and Features of Landscape, Nature Conservation and Environmental Value - seeks to protect groups of trees, hedgerows and watercourses.

Policy AS1 General Development Requirements states that development will be permitted where the access, travel and safety needs of all affected by the development are met as follows:

- (a) convenient, safe and pleasant pedestrian access is provided
- (b) appropriate provision exists or is made for cycle access
- (c) effective alternative routes are provided where existing cycle routes or public footpaths are to be severed
- (d) appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided
- (e) appropriate provision exists or is made for public transport
- (f) safe and appropriate access to the road network is secured for all transport modes requiring access to the development
- (g) appropriate traffic management measures are incorporated within the development to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport
- (h) appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B. Where the above requires the undertaking of offsite works or the provision of particular services, these must be provided before any part of the development comes into use.

Policy AS2 New Development with Significant Transport Implications states that new developments which would generate significant levels of travel will only be permitted in locations which have good access to the existing main highway network and which are well served by sustainable modes of transport. All proposals at or exceeding 500sqms gross floor area will be required to be supported by a simple Transport Assessment. A comprehensive Transport Assessment and a Travel Plan will be required for all proposals at or exceeding the thresholds set out in Appendix B. Where the above requires the undertaking of off-site

works or the provision of particular services, these must be provided before any part of the development comes into use. The Council will refuse development which generates excessive or inappropriate traffic in the locality.

Policy DE1 Industrial and Business Land Provision states that land within the defined industrial /business estates will be retained for industrial/business use. The Clifton Road site is deemed appropriate for office/research and development/light and general industry and warehousing.

ASSESSMENT

- **the principle of the development** - the site is allocated for employment use in the Blackpool Local Plan 2001-2016 (Policy DE1) and Blackpool Local Plan: Part 1 - Core Strategy (Policies CS3 and CS24). As a brownfield site its re use for employment purposes is welcomed. An additional benefit of the proposal would be that it free up another part of the Leisure Quarter site (Policy CS20) and assist the Council with the site assembly to bring forward a major year round leisure/tourism facility on the former central station site. Lancashire Constabulary has indicated that it would maintain some presence in Blackpool Town Centre. The principle of the development is therefore considered acceptable
- **impact on highway safety** - when the Council occupied the site there were in the region of 650 staff based at Progress House. Lancashire Constabulary envisages that there would be in the region of 450 staff based at the divisional headquarters. There would be a similar working pattern with the use of shifts and flexitime to spread traffic movements through the morning and evening peaks. A total of 479 car parking spaces is proposed - staff, visitor and operational vehicles. In addition cycle and motorcycle parking would be provided. There a number of bus services which terminate at the Clifton Retail Park and a pedestrian link would be maintained to this site to encourage the use of bus services. It is not considered that the proposal would adversely affect highway and pedestrian safety.
- **scale/design of the development** - the site is large enough to take a large building having a frontage of some 180 metres to Clifton Road. The building would be set back some 37 metres from Clifton Road and would retain a substantial part of the grassed area/trees which fronts onto Clifton Road. The three-storey element would front onto Clifton Road with the single storey element to the rear. With the exception of the visitor parking all of the staff/operational car parking would be to the rear of the buildings. It is envisaged that the building would have a significant presence on Clifton Road and would make a statement with its appearance. The final design would be subject to a reserved matters application. The scale of the development is considered acceptable in this location and having regard to the size of the site and the set back of the building.
- **impact on amenity** - The site is at some remove from the nearest houses on the Mereside Estate and hence it is not considered that there would be an adverse impacts on the amenities of the nearest residents.

- **other matters** - The development would allow for the retention of a number of trees on the site and these would need to be protected for the duration of the construction programme. Additional trees could be planted as part of a landscaping scheme for the site. There is some potential for the site to be contaminated because of the adjacent gas distribution site. Further investigation is needed to ascertain the extent of any contamination and to produce a remediation strategy. The ecological survey has not identified any protected species but to assist with biodiversity it is suggested that bird and bat boxes should be provided on the site. A large part of the site is hard surfaced but the expectation is that there should be some betterment in terms of surface water run off. There is likely to be limited potential for soakaways given the ground conditions and there is no watercourse nearby to discharge to. It is likely that some form of on-site storage will be needed for surface water run off although it may be possible to re-use some rainwater run off for toilets etc. These matters can be dealt with by conditions.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998.

BACKGROUND PAPERS

Planning Application File(s) 16/0047 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Grant Permission

Conditions and Reasons

1. i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:
Appearance

Landscaping

ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 27th January 2016 including the following plans:

Location Plan stamped as received by the Council on 27th January 2016.

Drawing numbered 00102 S2-P9 but not including the reference to mast -60m (no 14 on the key) which needs to be the subject of a separate planning application.

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

3. (a) No development or other operations shall commence on site until a scheme (hereinafter called the approved protection scheme) which provides for the retention and protection of trees and shrubs growing on or adjacent to the site has been submitted to and approved in writing by the Local Planning Authority.
- (b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved scheme are in place.
- (c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme are in place.
- (d) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment,

machinery and surplus materials have been removed from the site, unless the prior written agreement of the Local Planning Authority has first been sought and obtained.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, having regards to Policy LQ6 of the Blackpool Local Plan 2001-2016.

4. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:
 - dust mitigation measures during the construction period
 - control of noise emanating from the site during the construction period
 - hours and days of construction work for the development
 - contractors' compounds and other storage arrangements
 - provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
 - arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
 - the routing of construction traffic

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

5. Prior to the development hereby approved being first brought into use the cycle, motorcycle and car parking provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

6. Prior to the construction of any above ground structures a lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall then be implemented as part of the development and retained as such.

Reason: To safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016

7. No trees to be removed as part of the development shall be removed during the

bird breeding season (March - August in any calendar year).

Reason: To safeguard birds in accordance with Policy NE7 of the Blackpool Local Plan 2001-2016

8. Prior to the commencement of development, a scheme for grey-water harvesting and re-use within the site shall be submitted to and agreed in writing by the Local Planning Authority. No part of the building shall be occupied until all grey-water harvesting and re-use mechanisms associated with the building have been installed and these shall thereafter be retained.

Reason: In order to minimise flood risk from surface water run off both on and off site in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy.

9. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - all previous uses.
 - potential contaminants associated with those uses.
 - a conceptual model of the site indicating sources, pathways and receptors.
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
5. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure the development does not pose a risk of pollution to controlled waters in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

10. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure the development does not pose a risk of pollution to controlled waters in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

11. No development approved by this permission shall be commenced until details of the finished floor levels of the proposed building and any alterations to existing land levels have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved levels unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of the area in accordance with Policy CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Policies LQ1, LQ2, LQ4 and BH3 of the Blackpool Local Plan 2001-2016.

12. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with paragraphs 103 and 109 of the National Planning Policy Framework, Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy and Policy BH4 of the Blackpool Local Plan 2001-2016.

13. Prior to the construction of any above ground structures a scheme for the provision of bat and bird boxes and a timetable for implementation shall be submitted to and agreed in writing by the Local Planning Authority before the

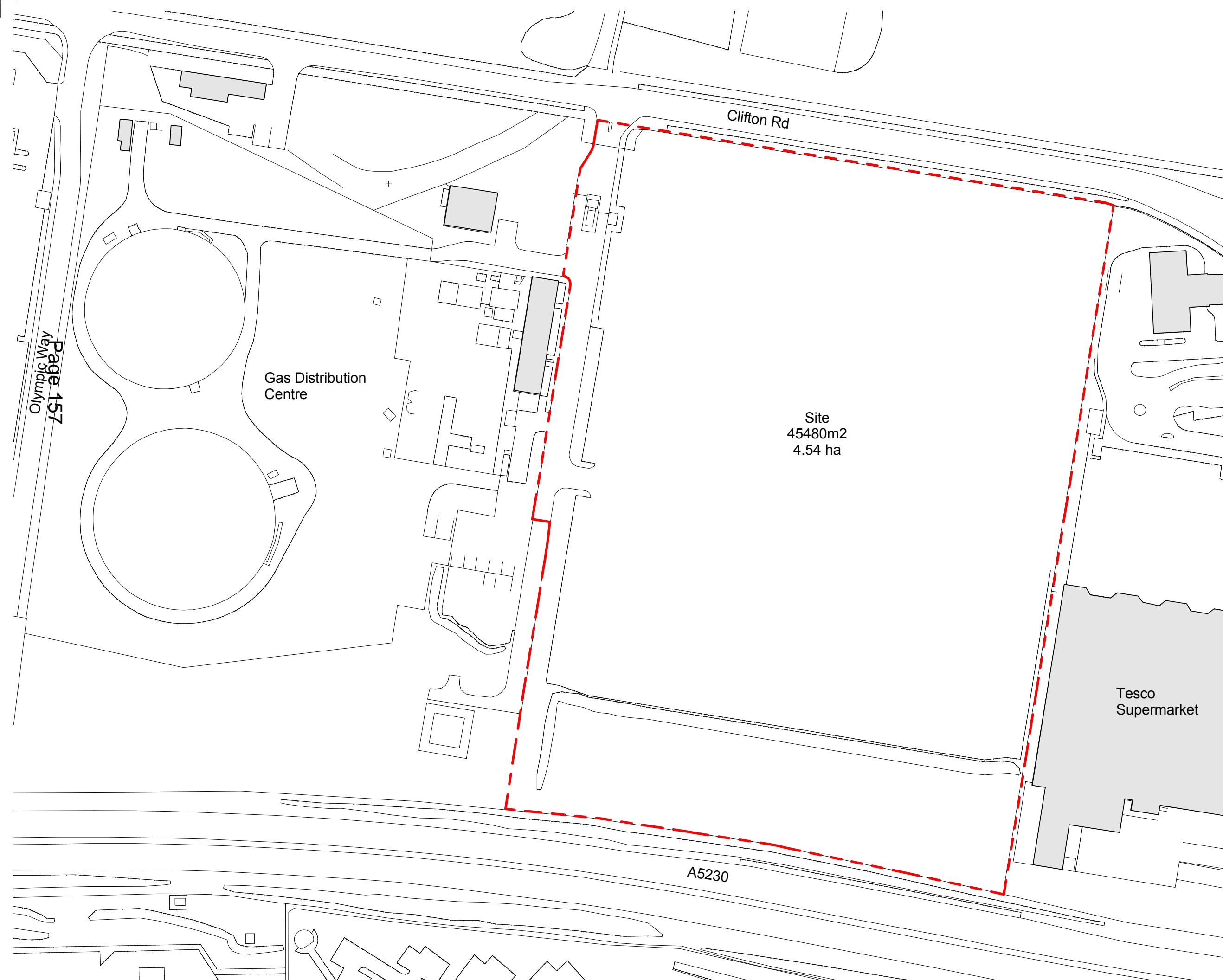
building hereby approved is first brought into use. Works shall then proceed in accordance with the agreed scheme and shall be maintained for as long as the building hereby approved is in use.

Reason: In order to ensure that levels of biodiversity across the site are maintained and enhanced where possible in accordance with the provisions of the National Planning Policy Framework and Policy LQ6 of the Blackpool Local Plan 2001-2016.

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.

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Page 157
W.M. 01/01/10

Site
45480m2
4.54 ha

Gas Distribution Centre

Clifton Rd

Tesco Supermarket

A5230

P3	For Planning	25.1.16
P2	Area added	21.1.16
P1	For Informator	21.9.15
REV	AMENDMENT	DATE CHKD



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CLIENT
WILLMOTT DIXON



PROJECT
LANCASHIRE CONSTABULARY
WEST NEW BUILD

DRAWING TITLE
SITE LOCATION PLAN

ARCHITECTURE

DATE CREATED	DRAWN BY	CHECKED BY	SCALE	SIGNATURE
NOV. 2015	AN	MB	1 : 1250@ A3

DRAWING / DOCUMENT REFERENCE	STATUS
57927 LAN01-MBC-S1-XX-DR-A-00100	S2 - P3

MBC No.	PROJECT IDEN	ORIGINATOR	ZONE	LEVEL	TYPE	DISCIPLINE	NUMBER	SUITABILITY	REVISION

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