

Blackpool Council

29 April 2016

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

The above members are requested to attend the:

PLANNING COMMITTEE

Tuesday, 10 May 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 Governance in advance of the meeting.

2 MINUTES OF THE MEETING HELD ON 5 APRIL 2016 (Pages 1 - 20)

To agree the minutes of the last meeting held on 5 April 2016 as a true and correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED (Pages 21 - 28)

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

4 PLANNING ENFORCEMENT UPDATE REPORT (Pages 29 - 32)

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 15/0451 - 585-593 PROMENADE AND 1 WIMBOURNE PLACE
(Pages 33 - 58)

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:

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

Mrs Bernadette Jarvis, Senior Democratic Services Adviser

1 DECLARATIONS OF INTEREST

There were no declarations of interest on this occasion.

2 MINUTES OF THE MEETING HELD ON 8 MARCH 2016

Resolved: That the minutes of the meeting held on 8 March 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 determined since the last meeting.

Resolved: To note the planning and enforcement appeals determined.

Background papers: (1) Letter from the Planning Inspectorate dated 8 March 2016. (2) Letter from the Planning Inspectorate dated 1 February 2016. (3) Letter from the Planning Inspectorate dated 25 January 2016.

4 PLANNING ENFORCEMENT UPDATE REPORT

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

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 15/0420 - DEPARTMENT FOR NATIONAL SAVINGS AND INVESTMENTS, MYTHOP ROAD

The Committee considered hybrid (part full / part outline) planning application 15/0420 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.

Mr Johnston, Head of Development Management, presented the Committee with an overview of the application and site layout plans. He explained that the 118 dwellings associated with the full planning application comprised of a mix of three and four bedroom detached, semi-detached and terraced properties.

Mr Johnston stated that the site was allocated for employment purposes in the current Local Plan and as such the application, if approved, represented a departure from Policy DE1 of the Plan. However, he reported on key changes in policy since 2006, which included the introduction of the National Planning Policy Framework (NPPF), and the Council's recently adopted Core Strategy which recognised the need for enabling development on some employment sites. The site had been vacant for some time and marketed without success. The benefits from the proposed development were reported and those included an improved access from Preston New Road, the provision of land for light industrial use and the provision of family housing which would assist the Council in meeting its housing land supply requirement.

The Committee was advised that a viability assessment in accordance with the Core Strategy had been undertaken and it was not considered appropriate to pursue contributions towards affordable housing, open space or education for the proposed development in this case because of the abnormal costs associated with the development.

Mr Johnston referred Members to the information contained within the Update Note and the additional information that had been circulated after the agenda had been despatched. He suggested that an additional condition be attached to the planning permission that, if approved, restricted the proposed commercial units to B1 Use and advised that the scale, layout and appearance of the development would be subject to approval at Reserved Matters stage. In relation to the access from Preston New Road and the highway issues detailed in the agenda report, Mr Johnston confirmed that progress had been made on the design of the access and it was expected that any remaining highways issues could be resolved during completion of a Section 106 Legal Agreement. He concluded by reporting that the Head of Transportation had no fundamental objection to the proposal and this was confirmed by Mr Patel, Group Engineer, Traffic Management.

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Mr Cartmel, public objector, spoke in objection to the application. His main concerns expressed included traffic congestion, particularly with the addition of a new junction in close proximity to the three existing junctions on Preston New Road, the impact on local residents in relation to noise, vibration and drainage as well as the impact on local wildlife as a result of the development.

Mr Hopkins, planning consultant acting on behalf of National Savings and Investments, spoke in favour of the application. He presented his view of the benefits of the proposed development which included the opportunity to provide a high quality residential accommodation in a sustainable location which would also assist the Council in meeting its housing supply requirement. He reported on the close work that had been undertaken between planning officers and the applicant over the past three years and stated that, in his view, the current proposal was consistent with the NPPF and the Council's Core Strategy.

On invitation from the Chairman, Mr Johnston responded to concerns raised by the objector. He pointed out that the site had been allocated for development since 2006, albeit for employment purposes. He confirmed that the highway assessment that had been undertaken had taken into consideration the impact of The Harbour mental health unit and the future development of the Whyndyke Farm site. He confirmed that United Utilities was satisfied with the principle of drainage at the site and that it was not considered at risk of flooding. The proposal also sought to demonstrate a lack of flood risk to the area around the site. In response to a question from the Committee regarding surface water levels, Mr Johnston referred Members to proposed conditions 8 of the outline planning permission and conditions 13 and 14 of the full planning permission that dealt with foul and surface water drainage.

Responding to further concerns raised by the objector, Mr Johnston reported on a habitat survey had been undertaken in relation to the two ponds. He acknowledged that the proposed housing scheme would be situated at a higher level than existing neighbouring properties but considered that the distances between the proposed and existing houses would mitigate any potential impact on the amenity of nearby residents. In relation to noise and vibration concerns, Mr Johnston confirmed that there was no requirement for a vibration study and, as the proposal would restrict the commercial uses to B1 purposes, and in view of the distance from neighbouring properties, he considered that there would be no impact in terms of noise on local residents.

Councillor Elmes, in response to the public objector stating that he was aware of the existing traffic issues in the area of the proposed development confirmed that although he did have knowledge of the traffic situation, he had not been involved in any discussions regarding it.

In response to questions from the Committee, Mr Patel confirmed that there would be a pedestrian/cycle crossing at the proposed new junction on Preston New Road. He explained that the three existing junctions with Clifton Road, The Harbour and Mythop Road would link with the new proposed junction to provide a flexible and responsive method of traffic control to assist in the flow and movement of traffic. In relation to

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questions regarding the manoeuvring of traffic at the proposed site, Mr Patel reported on discussions held in relation to refuse collection vehicles and adequate turning facilities were now shown on the plans.

Following a request for clarification of the recommendation by a Member of the Committee, Mr Johnston confirmed that, if the Committee was minded to approve the application, full planning permission would be given for the residential development and outline permission for the demolition of the existing National Savings and Investments building with the layout, scale, appearance and landscaping of the industrial premises being the subject of a further planning application at Reserved Matters stage, which would be submitted to a future meeting of the Committee for consideration.

Resolved: That the application be approved in principle and deferred for delegation to the Head of Development Management, subject to the completion of a Section 106 Legal Agreement and subject to the proposed conditions, including the additional condition relating to the restriction of the industrial units to B1 Use.

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

6 PLANNING APPLICATION 15/0451 - 585-593 PROMENADE AND 1 WIMBOURNE PLACE

The Committee considered planning application 15/0451 requesting outline planning permission for the erection of a part 5 /part 7 storey block of 99 self-contained permanent flats with car parking for 84 vehicles, access and associated works following demolition of existing hotels.

Mr Johnston presented the Committee with an overview of the application and site layout plans. He reminded Members that planning permission had already been granted for a Hampton by Hilton Hotel on Bourne Crescent following demolition of the existing Palm Beach Hotel. The Committee was advised that the height of the proposed development was not considered significantly taller than the Hampton by Hilton Hotel or the properties on the existing Crescent. The majority of the balconies would be located at the front of the proposed building, with several balconies at the rear at some distance from the properties on Clifton Drive.

The Committee was advised that, although the proposed development was situated within an area allocated for holiday accommodation in the Holiday Accommodation Supplementary Planning Document (SPD), there had been significant changes to the character and appearance of the Crescent since 2011. Mr Johnston reported on the recognition within the Core Strategy of the potential need for new residential offer on the Promenade due to the difficulties in sustaining holiday accommodation on it and that this, in his view, justified approval of the application.

Mr Johnston explained that the recommendation was to approve the application in principle and defer for delegation to the Head of Development Management subject to the completion of a Section 106 Legal Agreement in relation to the payment of a commuted sum for affordable housing and green space and the receipt of amended plans

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showing an acceptable transition between the proposed development and the remainder of the Crescent, and the agreement of acceptable floor plans.

Ms Harrison, public objector, spoke in objection to the application. The main objections raised included the height and size of the proposed development, an increase in the number of cars as a result of the development, parking issues and impact on the privacy of the neighbouring properties. She also raised concerns regarding the ability to fully assess the impact of the proposed development on local residents due to the insufficiency of the plans and also cited inconsistencies with the current and previous planning applications submitted.

On invitation from the Chairman, Mr Johnston responded to concerns raised relating to the height of the proposed development by reiterating that the bulk of the building would not be higher than the previously approved Hampton by Hilton development and that there would be a stepping down of the development towards the rear and neighbouring properties. He advised that the highest part of the building would be at some distance from nearby properties.

The Committee carefully considered the site layout plans and a further copy of a plan showing the rear of the development circulated to Members at the meeting. The Committee raised concerns regarding the plans which in its view lacked clarity and sufficient detail to enable Members to make an informed decision on the application. It was suggested that a three dimensional plan could be helpful in providing a better perspective on the proposed development and in particular its proximity to neighbouring properties.

Resolved: That consideration of the application be deferred to a future meeting to allow the opportunity for clearer and more detailed plans of the development to be submitted.

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

7 PLANNING APPLICATION 15/0523 - THE SANDS VENUE, PALATINE BUILDINGS, PROMENADE

The Committee considered application 15/0523 requesting outline planning permission for the erection of a 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 a footbridge over Bank Hey Street.

Mr Shaw, Principal Planning Officer, presented the Committee with an overview of the application and site layout plans. He explained that the Sands Venue was adjacent to the Town Centre Conservation Area boundary. The application was for outline planning permission for a single storey side extension for a hotel reception and extended retail offer. The application had been amended from a full application to an outline application following concerns raised by the planning officers and Historic England regarding the

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design. Mr Shaw confirmed that the height of the proposed three-storey extension was considered acceptable and was comparable to the former Woolworths building.

The proposed development also included removal of an external staircase situated in a pedestrianised area between the Promenade and Bank Hey Street which provided access to a walkway and bridge over Bank Hey Street which would also be removed should the application be approved.

Mr Shaw referred Members to the information in the Update Note regarding no further comments raised by Historic England to the outline planning application. Further comments had been received by Blackpool Civic Trust and a resident of Cherry Tree Road and those comments had been included in the Update Note for Members' consideration. Mr Shaw also referred to a change to the wording of proposed Condition 2 to confirm that the permission, if granted, would only approve the scale and maximum height of the building with the building outline and layout of the top floor being subject to further consideration at Reserved Matters stage.

In response to questions from the Committee, Mr Shaw confirmed that alternative arrangements to satisfy fire regulations would need to be determined prior to demolition of the existing staircase.

Responding to concerns raised by a Member regarding the impact of the proposed pick up and drop off point on the taxi rank on Bank Hey Street, Mr Patel stated that he shared similar concerns and would therefore not be in support of the current location for the pick up and drop off point, but would be willing to consider an alternative location.

The Committee carefully considered the site layout plans, particularly in relation to the potential extensions to the existing building. In response to concerns raised, Mr Shaw confirmed that he was unaware of any proposal to extend northwards of the existing building or along Adelaide Street West. He reassured Members that the design of the proposed development was the subject of ongoing discussions which would take into account the location of the development and would be subject to further consideration at Reserved Matters stage and this would be submitted to the Committee for consideration at a future meeting.

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 15/0820 - ANCHORSHOLME PARK , ANCHORSHOLME LANE WEST

The Committee considered planning application 15/0820 for the 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 the Park, new amphitheatre feature, new footpaths, provision of MUGA (multi-use games area), trim trail, and children's

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playground, new access from Princes Way, new walls and fencing, and works to the beach to allow for connection of a new marine outfall pipe.

Mr Shaw presented the Committee with an overview of the application and site layout plans. He explained that United Utilities was currently undertaking significant work to install a large underground storage tank in the centre of the park and replacement of the existing water pumping station and outflow pipe to enable waste water to be deposited further into the Irish Sea. The proposal sought to meet the requirements of the higher bathing quality standards introduced last year.

Following completion of the United Utilities work, it was intended to provide a new park facility to include a café, a children's play area and event space. The existing tennis and badminton courts and football pitch would be relocated within the new Multi Use Games Area of the park. There would be an extensive hard surfacing area to accommodate the new pumping station and maintenance buildings. Mr Shaw reported the intention to have the park and Promenade on the same level to improve integration of the two facilities. Members were referred to the Head of Transportation's comments in the Update Note relating to the requirement for a Construction Management Plan to manage the hours of working and routing of traffic during completion of the proposed scheme. In response to a question from a Member of the Committee, Mr Shaw confirmed that the Construction Management Plan would be agreed jointly between the Head of Transportation, Planning officers and Environmental Protection.

Ms Firth and Mr Flynn, public objectors, spoke in objection to the application. The main concerns raised included the impact on local residents as result of the re-development of the park in terms of anti-social behaviour, overlooking and noise. Further concerns included the removal of the pitch and putt facility and the location of the proposed bowling pavilion, particularly in relation to neighbouring properties.

Ms Jakubiak, on behalf of the applicant, spoke in favour of the application. She reported on the requirement for the works to be undertaken by United Utilities to achieve the necessary Environmental Agency requirements and outlined the benefits to local residents from improvements in bathing water quality. She also reported on steps taken to mitigate anti-social behaviour and confirmed that the buildings met the Secure by Design standard. She reported on the engagement with the Council in producing the plans for the park and the public consultation that had been undertaken to ascertain residents' views on the proposed development.

On invitation from the Chairman, Mr Shaw responded to concerns raised by the objectors. In relation to potential anti-social behaviour and youths congregating in the area following changes to the park layout, Mr Shaw confirmed that the Police were in support of the application. Regarding the loss of green space, a bowling green and pitch and putt facilities, Mr Shaw advised Members that Sport England was in support of the application and reported that officers from the Parks Department had been involved in the re-design of the park and outlined the consultation that had taken place which had included users of the existing park. Mr Shaw acknowledged that the park was close to neighbouring residential properties, however, in his view, there was sufficient distance

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between the changes to the park and nearby properties so as not to adversely impact the amenity of local residents.

Responding to questions from a Member of the Committee regarding comments made by the objector in relation to potential anti-social behaviour from the siting of mounds within the park, Mr Shaw confirmed that the mounds were required as part of the land re-grading to provide protection from the weather.

The Committee considered the objection raised by the public objector in relation to the siting of the bowling pavilion and questioned whether there would be merit in locating it on the northern most bowling green within the park. Mr Shaw reported on a site visit that had been undertaken to determine the location for the pavilion. He advised Members of the expectation that re-locating the pavilion within the park would generate similar concerns from residents of neighbouring properties of any new potential site.

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

9 PLANNING APPLICATION 16/0047 - SITE OF FORMER PROGRESS HOUSE, CLIFTON ROAD

The Committee considered application 16/0047 requesting outline planning permission for the erection of a 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.

Mr Johnston presented an overview of the application and site layout plans. He advised the Committee that the application sought outline planning permission for the erection of a new divisional headquarters and custody suite for Lancashire Constabulary at the former Progress House site. He presented Members with a visual image depicting a suggested footprint and indicative height of the proposed development. The proposed building would comprise a three-storey element facing Clifton Road and a single storey to the rear, and associated car parking spaces.

Mr Johnston referred Members to the Head of Transportation comments in the Update Note that suggested an additional condition relating to a Travel Plan be imposed if permission was granted.

During consideration of the application, the Committee discussed the location of the divisional headquarters in relation to the Courts and was advised that Lancashire Constabulary had identified the site as being satisfactory for its administrative needs.

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 7.58 pm)

Any queries regarding these minutes, please contact:
Bernadette Jarvis Senior Democratic Services Adviser
Tel: (01253) 477212
E-mail: bernadette.jarvis@blackpool.gov.uk

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Application Number: 15/0523 – The Sands Venue, Palatine Buildings, Promenade –
Erection of single storey side extension and a three-storey extension to the roof to create 3rd, 4th and 5th 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).

Decision: Grant Permission

Conditions / 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. Notwithstanding Condition 1 and the submitted details, whilst this permission approves the scale/ maximum height of the building shown on drawing numbers 5415_L115 Revision P2 and 5415_L114 Revision P2, it specifically does not give permission for the massing/ building outline shown on those plans and consequently the layout of the top floor.

Reason: For the avoidance of doubt and to ensure a good quality design which will minimise the impact of the development and protect the setting of neighbouring 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 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 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 has been submitted to and been approved in writing by the Local Planning Authority and subsequently implemented. The submitted scheme shall include details of a drop-off and pick-up point on Bank Hey Street and details of a new taxi rank.

Reason: In the interests of highway safety and 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 5th 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.

Application Number: 15/0820– Anchorsholme Park, Anchorsholme Lane West –
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.

Decision: Grant Permission

Conditions / 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.

3. 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 30 November 2015 including the following plans:

Location Plan stamped as received by the Council on 30 November 2015.

Drawings numbered:

B2707017-01-000-004 - B
B2707017-01-000-005 - D
B2707017-01-100-001 - C
B2707017-01-100-002 - D
B2707017-01-100-003 - D
B2707017-01-100-004 - C
B2707017-01-100-005 - C
B2707017-01-200-001 - D
B2707017-01-200-002 - D
B2707017-01-200-003 - D
B2707017-01-200-004 - D
B2707017-01-200-005 - D
B2707017-01-300-001 - D
B2707017-01-300-002 - C
B2707017-01-300-003 - C
B2707017-01-300-004 - C
B2707017-01-300-005 - C
B2707017-01-400-001 - D
B2707017-01-400-002 - D
B2707017-01-400-003 - D
B2707017-01-400-004 - D
B2707017-01-400-005 - D
B2707017-01-500-001 - C

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

Application Number: 16/0047– Site of Former Progress House, Clifton Road – 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.

Decision: Grant Permission

Conditions / 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 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. 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.

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.

14. The development shall not be occupied until a travel plan has been submitted to and approved in writing by the Local Planning Authority. Such 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.

No part of the development shall be occupied prior to the implementation of the Approved Travel Plan (or implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation). Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation shall 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 Policy AS1 of the Blackpool Local Plan 2001 – 2016.

Report to:	Planning Committee
Relevant Officer:	Gary Johnston, Head of Development Management
Date of Meeting	10 May 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:

3.4 None, the report is for information only.

4.0 Council Priority:

4.1 The relevant Council Priority is "The economy: Maximising growth and opportunity across Blackpool".

5.0 Background Information

5.1 Planning/Enforcement Appeals Determined

5.2 5 PENHILL CLOSE, BLACKPOOL (15/0022)

5.2.1 An appeal by Mr Geoffrey Cowling against the decision of the Council to refuse planning permission for external alterations and erection of a single storey side and front extension to existing garage and use as altered as a single private dwellinghouse with associated car parking. **Appeal Dismissed.**

5.2.2 A copy of the Inspector's decision dated 30 March 2016 is attached at Appendix 3(a).

5.2.3 The Inspector considered the main issues to be:

- (a) The effect of the proposal on the living conditions of future occupants and surrounding neighbours, with particular regard to privacy; and,
- (b) The effect of the proposal on the character and appearance of the surrounding area.

It was found to be unacceptable on issue (a) and acceptable on issue (b).

5.3 Planning/Enforcement Appeals Lodged

5.3.1 35 Maplewood Drive, Blackpool FY5 1PW (15/8399)

5.3.2 An appeal has been submitted by Mr and Mrs Morris against an Enforcement Notice served by the Council on 25 January 2016, in respect of the erection of a boundary treatment consisting of close boarded wooden fencing adjacent to highway, namely Melton Place, exceeding 1 metre in height.

5.4 Land Adjacent to Derryn, School Road, Blackpool FY4 5EL (15/0427)

5.4.1 An appeal has been submitted by Mrs Rooney against the Council's refusal of planning permission for the erection of a single dwellinghouse.

5.5 Does the information submitted include any exempt information? No

5.6 List of Appendices:

5.7 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

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Appeal Decision

Site visit made on 26 January 2016

by B Bowker Mplan MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 30 March 2016

Appeal Ref: APP/J2373/W/15/3136185
5 Penhill Close, Blackpool, Lancashire FY2 0XP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Geoffrey Cowling against the decision of Blackpool Borough Council.
 - The application Ref 15/0022, dated 8 January 2015, was refused by notice dated 30 July 2015.
 - The development proposed is a detached garage/workshop to bungalow conversion with extension.
-

Decision

1. The appeal is dismissed.

Procedural matter

2. The Council adopted the Blackpool Local Plan Part 1: Core Strategy (CS) on 20 January 2016. Both parties were given an opportunity to comment on the effect of the CS on the appeal proposal. Accordingly, the appeal has been determined on the basis of relevant CS policies highlighted by the Council.

Main Issues

3. The main issues are:
 - The effect of the proposal on the living conditions of future occupants and surrounding neighbours, with particular regard to privacy; and,
 - The effect of the proposal on the character and appearance of the surrounding area.

Reasons

Living conditions

4. The appeal site is located at the head of a cul-de-sac which is made up of predominantly two storey detached dwellings but with a detached bungalow to the west of the site. The appeal proposal involves the extension and conversion of a domestic detached garage into a bungalow. The garage and area that comprise the appeal site is currently within the curtilage of 5 Penhill Close.
 5. The side extension element of the proposal would result in the bungalow being sited close to the boundary of 4 Penhill Close. This boundary is currently open
-

- and marked by a low garden bed wall. Whilst the distance between the bungalow and windows at No 4 would be more than 20m, the open boundary would allow future occupants direct views into the adjoining garden from the bedroom window. In addition, the entrance to No 4 is reached via a driveway that adjoins the garden, which indicates this area is well used.
6. Therefore, frequent and direct views both from and into the bedroom would have a harmful impact on privacy for future occupants of the bungalow and for neighbours at No 4. Whilst a condition requiring a boundary fence could prevent this loss of privacy, such an enclosure would have an unacceptable impact on the outlook for occupiers from the bedroom window. Similarly, a condition requiring obscure glazing to the bedroom window would harm the outlook for future occupants.
 7. Although the height of the bungalow would be slightly increased in context of the existing garage, the fence along the rear boundary of the appeal site would ensure privacy for neighbours at Warley Road. Moreover, the height of the skylight window from the ground floor and frosted glazed window to the rear elevation would prevent opportunities for future occupants to overlook neighbours at Warley Road.
 8. I conclude that the development would result in an unacceptable impact on living conditions with regard to privacy for future occupiers of the proposed bungalow and for occupants at 4 Penhill Close. Therefore, the proposal is contrary to Policy CS7 of the CS which seeks, amongst other things, to ensure that development does not have unacceptable effects by overlooking.

Character and appearance

9. The side extension element of the proposal would be sited in an open section of the cul-de-sac. The neighbouring garden area contributes to this openness and would ensure that a sufficient visual gap between the bungalow and No 4 remains. The resultant gap would still be larger than those between other dwellings at the cul-de-sac and the loss of garden area to the front and side extension elements of the proposal would be minor in scale. The plot size and width of the bungalow would be comparable to other dwellings in the vicinity of the cul-de-sac, particularly the width of the semi-detached pair of bungalows opposite Penhill Close. Furthermore, sites highlighted by the appellant demonstrate a variation in plot sizes, site coverage and building widths in the surrounding area. Therefore, the proposal would maintain the openness of the cul-de-sac and not appear cramped.
10. The bungalow would be viewed against a back drop of two storey dwellings located to the rear of the appeal site and the single storey height of the proposal would be in keeping with the bungalow at No 4. Therefore, in context of the surrounding area, the scale of the proposal would be complementary. The resultant parallel driveways would not be an uncommon sight and therefore not a prominent feature in the cul-de-sac. Design and construction materials proposed would be complementary to the surrounding area and help the bungalow blend with surrounding dwellings. The Council have raised no concern regarding the replacement garage to the side of No 5 and I also have no concern regarding its visual effect on the surrounding area.
11. I conclude that the proposal would have an acceptable effect on the character and appearance of the surrounding area. The proposal is therefore in

accordance with Policies CS7, CS12 and CS13 of the CS, and paragraphs 17 and 56-65 of the National Planning Policy Framework insofar as these policies seek to ensure that housing development is high quality in design and respects the character and appearance of the surrounding area.

Other matters

12. The appellant notes a number of benefits in support of the appeal. These include the proposal's contribution to housing supply, support from local residents, and the visual improvement from replacing the garage/workshop. I also acknowledge the sustainable location of appeal site. However, these benefits are outweighed by the harm identified regarding living conditions.
13. I have also had regard to decisions referred to in the surrounding area. However, these decisions are referred to in order to contest the Council's issue relating to plot size and I have found no harm relating to this matter. Moreover, this appeal has to be determined on its own individual merits.
14. Whilst a lack of 5 year supply of housing land is raised by the appellant, the Council's evidence and recent adoption of the CS demonstrates they can meet this requirement.

Conclusions

15. Although the proposal would not have a harmful effect on the character and appearance of the surrounding area, this is outweighed by the harmful impact to the living conditions of future occupants of the bungalow and neighbours at No 4.
16. For the reasons given above, and having taken all matters raised into account, I conclude the appeal should be dismissed.

B Bowker

INSPECTOR

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Report to:	Planning Committee
Relevant Officer:	Tim Coglan, Service Manager, Public Protection
Date of Meeting:	10 May 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 March 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 The relevant Council Priority is "Communities: Creating stronger communities and increasing resilience"

5.0 **Background Information**

5.1 **Cases**

5.2 **New cases**

In total, 51 new cases were registered for investigation, compared to 67 received in March 2015.

5.3 **Resolved cases**

In March 2016, 10 cases were resolved by negotiation without recourse to formal action, compared with eleven in March 2015.

5.4 **Closed cases**

In total, 17 cases were closed during the month (30 in March 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**

- Two enforcement notices authorised in March 2016 (none in March 2015);
- Three s215 notices authorised in March 2016 (three in March 2015);
- No Breach of Condition notices authorised in March 2016 (none in March 2015);
- No Community Protection Notices authorised in March 2016 (one in March 2015).

- No enforcement notices served in March 2016 (one in March 2015);
- One s215 notice served in March 2016 (one in March 2015);
- No Breach of Condition notices served in March 2016 (none in March 2015);
- No Community Protection Notices served in March 2016 (one in March 2015).

relating to those cases set out in the tables below:

Enforcement notices / S215 notices authorised in March 2016

Reference	Address	Case	Dates
13/8163	162 Promenade	Unauthorised installation of an externally mounted roller shutter, housing box and associated guides mounted to the Promenade elevation	Enforcement Notice authorised 09/03/2016
15/8511	Carandaw Farm, School Road	Unauthorised use of the land for the siting of a mobile home / static caravan for residential purposes	Enforcement Notice authorised 14/03/2016
14/8468	81 Egerton Road	Poor condition	S215 Notice authorised 08/03/2016
15/8748	8 King George Avenue	Poor condition	S215 Notice authorised 14/03/2016
16/8055	52 Crystal Road	Poor condition	S215 Notice authorised 24/03/2016

S215 notices served in March 2016

Reference	Address	Case	Dates
14/8486	37 Station Road	Poor condition	S215 notice issued 22/03/2016. Compliance due by 03/08/2016 unless an appeal is made to the Magistrates Court by 03/05/2016

5.6 Does the information submitted include any exempt information? No

5.7 **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: 10/05/2016

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 84 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

INTRODUCTION

This application was deferred at the last meeting of the Planning Committee to allow the opportunity for clearer and more detailed plans of the development to be submitted. The applicant's agent has been requested to provide plans showing the relationship with the properties in Clifton Drive and the remainder of the Crescent. At the time of writing this report not all of the requested details have been received but these are anticipated in time for the meeting on 10 May 2016 and Members will be updated of the position in the Update Note.

In the oral report to Members at the last meeting, the number of balconies on the rear elevation was referred to as being ten and the distance from the rear elevation of the main part of the building to rear gardens of properties in Clifton Drive as being 36 metres and to rear elevations of properties in Clifton Drive as 46 metres. However, these figures were incorrect for which apologies are extended to Members. There are 20 balconies on the first to fourth floors and one for the penthouse floor. In addition, there would be eight small balconies where the three storey outrigger projects from the middle of the rear of the building. The distances are as follows – at the southern end of the building 28 metres from the rear elevation of the main part of the building to the rear boundary of properties fronting Clifton Drive and 37 metres to the rear elevation of properties fronting Clifton Drive/ in the middle the distances are 29.5 metres and 40 metres respectively and at the northern end 33 metres and 44 metres respectively.

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 and showing the relationship to the remainder of the Crescent and to properties fronting Clifton Drive.

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.

Additional conditions are suggested to cover the obscure glazing of the windows in the eastern elevations of the outriggers projecting towards Clifton Drive, all windows being recessed to give the elevations more profile and the submission of cross sections to show this and to secure details of a lighting/security scheme for the car parking area. (refer to conditions 16, 17 and 18 at the end of this report).

BACKGROUND

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 (09/0815 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 access formed to the back street, which would lead into the car parking spaces. The total parking on site would amount to 84 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 and 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 the 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 – With regards to car parking, the description for the proposal mentions 94 car parking spaces. Drawing no A715/1C, the latest drawing I have in my possession only shows 84 car parking spaces, a short fall of 15 if applying a ratio of one car parking spaces per unit. The area suffers from demand for on-street car parking during the summer months. Requests have been received in the past from residents in the area requesting residents parking. The shortfall in the number of spaces provided in comparison to the number of units may place extra pressures in this area and supporting this proposal may make it warrant a scheme in the future. I accept the shortfall is only small, however the impact of this could be quite significant for the area. On this basis, I consider it necessary to seek a contribution to deal with parking problems in future years, a realistic timescale to address any problems would be five years from first occupation. In terms of pedestrian access, front and from the rear it is advisable to widen the paths at the front to a width greater than 100mm, this will allow better access for people with a disability or mothers with young children – 1500mm is considered acceptable.

Pedestrian access will also be available at the rear though the car park at the rear. The street is unadopted highway, therefore responsibility lies with the frontages. As the use will intensify, a lighting scheme to be implemented for the benefit of future occupiers.

On Wimbourne Place itself (between the Crescent and in terms of pedestrian access), the footway widths are sub-standard as the public highway is landlocked. There is regular footfall between the Promenade and the residential area behind the development and the lack of a standard footway creates conflict between pedestrians and drivers. The use of Wimbourne Place could intensify with future residents requiring access to the car park. Is there any scope to dedicate land currently within the landscape strip for highway purposes?

The demolition of the existing buildings and construction of the new units will require some consideration and management. A Demolition Plan and separate Construction Management Plan to be conditioned.

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 bedroom house) 27 (2 bedroom house) 24 (3 bedroom 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 good redevelopment takes place no 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 year's (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 4 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 artist's 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 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 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 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 buoyant 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 bedroom 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 (amended plans are anticipated in time for the meeting on 10 May) and hence at the time of writing this report, 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 (the situation will be updated when the Update Note is sent to Members).

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 28 metres away from the rear boundaries of properties fronting Clifton Drive (at the nearest point) and this distance is considered acceptable to safeguard the privacy of the occupiers of properties fronting Clifton Drive. (The distances are – at the southern end of the building 28 metres from the rear elevation of the main part of the building to the rear boundary of properties fronting Clifton Drive and 37 metres to the rear elevation of properties fronting Clifton Drive/ in the middle the distances are 29.5 metres and 40 metres respectively and at the northern end 33 metres and 44 metres respectively).

Traffic/transportation issues - the proposal would provide 84 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, particularly as the current situation with the existing premises offers little in the way of off street car parking. 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 six one bedroom 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 to the north and with the Ocean Bay Hotel to the north and showing the relationship to the remainder of the Crescent and to properties fronting Clifton Drive.

Additional conditions are suggested to cover the obscure glazing of the windows in the eastern elevations of the outriggers projecting towards Clifton Drive, all windows being recessed to give the elevations more profile and the submission of cross sections to show this and to secure details of a lighting/security scheme for the car parking area. (refer to conditions 16, 17 and 18 at the end of this report).

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=simple>

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 Plan: Part 1 - Core Strategy and Policy BH4 of the Blackpool Local Plan 2001-2016.

16. All glazing to the eastern elevation of the two projecting rear wings of the building facing the rear boundaries of properties fronting Clifton Drive shall be at all times obscure glazed and fixed permanently closed.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016.

17. All windows to the elevations of the building shall be recessed behind the plane of the elevation in accordance with details to be submitted to and approved by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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

18. Before the development is commenced a lighting/security scheme for the car parking area at the rear of the building shall be submitted to and approved by the Local Planning Authority. The approved scheme shall then be implemented as part of the development and shall be retained as such.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policies BH3 and LQ4 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.



Mean High Water

NEW SOUTH PROMENADE

NEW SOUTH PROMENADE

BURLINGTON ROAD WEST

B Sub Sta

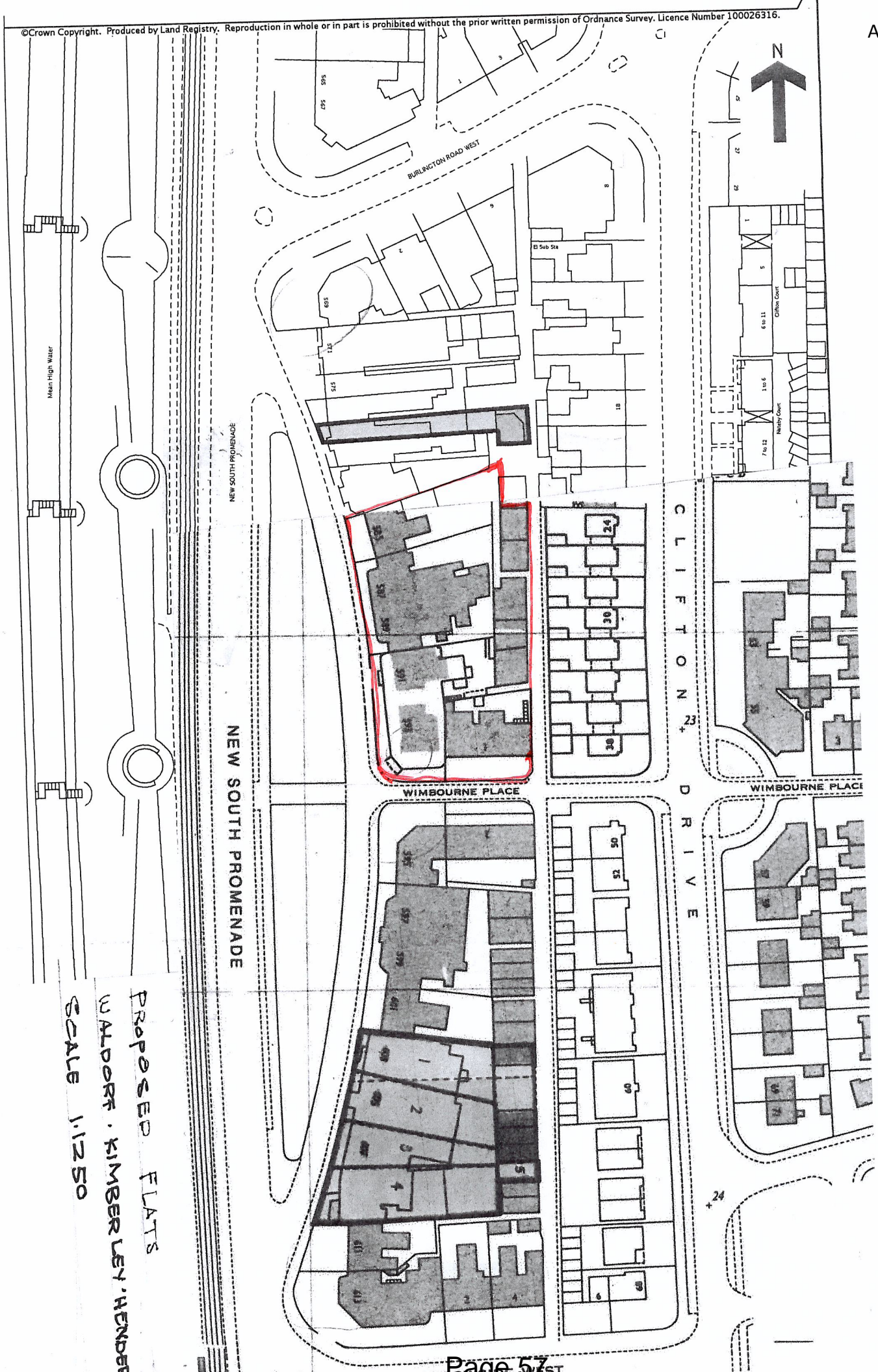
CLIFTON DRIVE

WIMBOURNE PLACE

WIMBOURNE PLACE

Page 57
HARROW WE WEST

PROPOSED FLATS
WALDORF · KIMBERLEY · HENDERSON
SCALE 1:1250



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