

Blackpool Council

12 August 2016

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

The above members are requested to attend the:

PLANNING COMMITTEE

Tuesday, 23 August 2016 at 6.00 pm
in Committee Room A, Town Hall, Blackpool FY1 1GB

A G E N D A

1 DECLARATIONS OF INTEREST

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

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

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

2 MINUTES OF THE MEETING HELD ON 5 JULY 2016 (Pages 1 - 6)

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

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED (Pages 7 - 14)

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

4 PLANNING ENFORCEMENT UPDATE REPORT - JUNE 2016 (Pages 15 - 18)

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

5 PLANNING ENFORCEMENT UPDATE REPORT - JULY 2016 (Pages 19 - 22)

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

6 PLANNING APPLICATION 16/0019 - 77-81 ALBERT ROAD (Pages 23 - 38)

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

7 PLANNING APPLICATION 16/0394 - PREMIER INN, RED LION HOTEL, DEVONSHIRE ROAD (Pages 39 - 66)

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

8 PLANNING APPLICATION 16/0421 - 647-651 NEW SOUTH PROMENADE AND 2-8 HARROW PLACE (Pages 67 - 88)

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

Venue information:

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

Other information:

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

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

Present:

Councillor L Williams (in the Chair)

Councillors

I Coleman
Critchley

Elmes
Hutton

Maycock
Stansfield

In Attendance:

Mrs Bernadette Jarvis, Senior Democratic Governance Adviser
Mr Gary Johnston, Head of Development Management
Mrs Carmel White, Chief Corporate Solicitor

1 DECLARATIONS OF INTEREST

There were no declarations of interest on this occasion.

2 MINUTES OF THE MEETING HELD ON 7 JUNE 2016

The Committee considered the minutes of the last meeting held on 7 June 2016.

Resolved: That the minutes of the last meeting held on 7 June 2016 be approved and signed by the Chairman as a correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

The Committee noted the Planning Inspector's decision to dismiss an appeal that had been submitted against the Council's decision to refuse planning permission for the use of the first floor at 15 King Street, Blackpool as a restaurant bar.

Members also noted that two further appeals had been submitted in respect of the Council's refusal to give planning permission for the erection of two detached bungalows in the rear garden of 119 Newton Drive, Blackpool and for external alterations to 411 Midgeland Road, Blackpool and use of the property as a single dwelling.

Resolved: To note the planning appeals lodged and determined.

Background papers: Letters from the Planning Inspectorate dated 15 January 2016 and 16 May 2016.

4 PLANNING ENFORCEMENT UPDATE REPORT

The Committee considered a report detailing the planning enforcement activity undertaken within Blackpool during May 2016. The report detailed the numbers of new cases that had been registered for investigation, the number of cases resolved by negotiation and cases closed due to no breach of planning control found, no action was

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 5 JULY 2016

appropriate or where it was not expedient to take further action. The report also provided comparative information from the previous year.

The report also outlined the enforcements notices, s215 notices and Community Protection notices served during May 2016.

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

5 PLANNING APPLICATION 16/0171 - SOUTH PIER, PROMENADE

The Committee considered an application for the erection of a log flume ride on land adjacent to the north side of South Pier.

Mr Johnston presented the Committee with a brief overview of the application and site layout plans. The proposal was to relocate the existing log flume ride from its current site at the western end of the South Pier to a site immediately north of the Pier. The ride would be enclosed by palisade fencing. Members were shown plans of the front, side and rear elevations of the log flume and Mr Johnston reported on its height and distance from the frontage of the Pier and its location in relation to the Pier head building. The Pier was a locally listed building and Mr Johnston reported on a previous permission that had been granted to redevelop the existing pier head building, which, if implemented, would have an overall height of 15 metres. Mr Johnston referred the Committee to the information included in the Update Note and further representation received in objection to the application that suggested that the proposal did not comply with policies BH4, RR1, RR4 and RR11 of the Blackpool Local Plan and confirmed that information relating to these policies was contained within the officer's report. The application was recommended for temporary approval with an additional condition to restrict the hours of operation of the log flume to between 08.00 hours and 20.00 hours daily.

Mr Laister, on behalf of Blackpool Pleasure Beach, spoke in objection to the application. His main concerns included a conflict with policies within the Blackpool Local Plan in relation to the proposed siting of the log flume, the quality of design and its visual impact. He also reported his view that the granting of the application could set a precedent for future portable rides. He suggested that, in his opinion, the proposal could adversely impact on the viability of the Pleasure Beach.

Ms Cubbins, public objector, also spoke in objection to the application. The main concerns raised included conflict with policies within the Blackpool Local Plan in relation to the visual impact of the ride, its impact on local businesses from the noise and vibration resulting from the ride, the scale and design of the log flume and public safety.

Mr Shepherd, the applicant's agent, spoke in support of the application. He reported his view on the relatively low level of noise that would emanate from the ride and confirmed his agreement to any amplified music being switched off at 20.00 hours but asked the Committee to consider allowing the ride to operate beyond this time. He highlighted that no comments had been received from Environmental Protection to suggest that the ride should cease to operate at 20.00 hours. Mr Shepherd made comparisons to two temporary permissions that had been granted for the nearby go-karting facility which, in

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 5 JULY 2016

his opinion, generated more noise than the log flume. He asked Members to consider granting the application with a start date for the permission to be following the relocation of the log flume. In response to a question from the Committee, Mr Shepherd confirmed the intention to relocate the log flume during the winter period to avoid the main holiday season.

On invitation from the Chairman, Mr Johnston responded to the points made by reminding Members that each application would be considered on its merits and in his view there would be no issue of creating a precedent should permission be granted for the application. He reiterated the rationale for a temporary permission to facilitate improvements to the existing pier structure. He referred Members to a specific policy in relation to fun fairs which did not apply to the Go Kart facility.

The Committee discussed the merits of the application and although it accepted that there would be noise generated from the log flume, Members also acknowledged that this would be in the context of other noise in the area from traffic and other visitor attractions. Members considered that a temporary permission would be reasonable as the rationale for the relocation of the log flume was to enable refurbishment of the Pier. However, acknowledging that the relocation would not commence until later in the year, the Committee considered that a temporary permission up until 1 April 2018 would be more appropriate to allow sufficient time for the refurbishment and subsequent dismantling of the ride to take place before the main holiday season in 2018. The Committee discussed the opening hours for the ride and expressed concern at the potential noise levels beyond 20.00 hours and suggested that any amplified music should be switched off at this time with the ride being allowed to operate until 22.00 hours to reduce the impact on neighbouring residents, visitors and local businesses. Members expressed similar concerns with the start time of 08.00 hours and considered that a later start time of 10.00 hours would be more appropriate.

Resolved: That the application be approved, subject to the conditions outlined in the report being amended to discontinue and remove the log flume on or before 1 April 2018 and the hours of operation being from 10.00 hours to 22.00 hours, with the music ceasing at 20.00 hours.

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

Chairman

(The meeting ended 6.35 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 16/0171 – South Pier Promenade, Blackpool - Erection of a log flume ride on land adjacent to the north side of South Pier.

Decision: Grant Permission

Conditions and Reasons:

1. The log flume ride hereby permitted shall be discontinued/removed and the land restored to its former condition on or before 1 April 2018.

Reason: The development is such that it would not be approved for permanent development in this location, in accordance with Policies RR1 and RR4 of the Blackpool Local Plan 2001-2016 and Policy CS21 of the Blackpool Local Plan Part 1: Core Strategy.

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 24 March 2016 including the following plans:

Location Plan stamped as received by the Council on 24 March 2016.

Drawings numbered GA/04461/004 Rev A, GA/04461/006, GA/04461/005 Rev A, GA/04461/003.

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

3. The log flume ride shall be operated only between 10.00 hours and 22.00 hours on any day and any amplified music shall only be played between 10.00 hours and 20.00 hours.

Reason: To safeguard the living conditions of the occupants of nearby residential premises, hotels and holiday accommodation, in accordance with Policy BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy.

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Report to:	PLANNING COMMITTEE
Relevant Officer:	Gary Johnston, Head of Development Management
Date of Meeting	23 August 2016

PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

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 Derryn, School Road, Blackpool, FY4 5EL (15/0427)

5.2.1 An appeal by Mrs Rooney against the decision of the Council to refuse outline planning permission for the erection of a house on adjacent land has been determined. **Appeal Dismissed**

5.2.2 A copy of the Inspector's decision dated 23 June 2016 is attached at Appendix 3a. The main issues are the effect of the proposed development on the character and appearance of the area and whether the scheme would constitute sustainable development. The inspector concluded that an additional dwelling would be detrimental to the distinctive character and appearance of the Marton Moss area, and that the plot is not in a sustainable location and the proposal could not therefore constitute sustainable development.

5.3 Planning/Enforcement Appeals Lodged

5.3.1 50 Lyndhurst Avenue, Blackpool (15/8398)

5.3.2 An appeal has been lodged by Mr. Paul Whilton against the issue of an Enforcement Notice regarding the change of use of the pedestrian passageway adjacent to 50 Lyndhurst Avenue to form part of residential curtilage at 50 Lyndhurst Avenue and the siting of a static caravan within the pre-existing and extended curtilage at 50 Lyndhurst Avenue and use of the said static caravan for residential purposes independent from the main dwelling without planning permission.

5.4 Does the information submitted include any exempt information? No

5.5 List of Appendices:

5.6 Appendix 3a – Planning Inspectorate Appeal Decision

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 2 June 2016

by Isobel McCretton BA(Hons) MRTPI

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

Decision date: 23rd June 2016

Appeal Ref: APP/J2373/W/16/3144785

Land East of Derryn, School Road, Marton Moss, Blackpool FY4 5EL

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mrs Kathryn Rooney against the decision of Blackpool Borough Council.
 - The application Ref. 15/0427, dated 30 June 2015, was refused by notice dated 28 August 2015.
 - The development proposed is the erection of a detached dwelling.
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Decision

1. The appeal is dismissed.

Procedural Matters

2. The application was in outline with all matters reserved, though in the representations the appellant indicates that an existing access from School Road would be used.

Main Issues

3. The main issues are the effect of the proposed development on the character and appearance of the area and whether the scheme would constitute sustainable development.

Reasons

Character and Appearance

4. The appeal site lies on the northern side of School Road between two houses, Derryn and Greenacres. There are some mature and semi-mature trees on the site and a ditch on the northern side along the boundary with scrubland which fronts onto St Nicholas Road. There was formerly a building on the site which used to be used for tomato packing, but this was burnt down around 2007.
5. This is a loose-knit area characterised by sporadic development. It is in the countryside outside the defined settlement boundary and within the Marton Moss Countryside Area (MMCA) as designated in the Blackpool Local Plan 2001-2016 (adopted 2006) (Local Plan). Saved policy NE2 of the Local Plan states that within the MMCA, new development, including the conversion, or change of use of existing buildings, will not be permitted except for (a) agricultural or horticultural purposes or (b) outdoor recreational uses appropriate to a rural

- area. It also states that new dwellings will not be permitted unless essential in relation to the agricultural or horticultural use of the land. Infill development and the change of use/conversion of buildings for other uses will also not be permitted.
6. As the Council points out, the stated aim of policy NE2 is to protect the open and rural character of the countryside area around Blackpool, especially fringe areas such as Marton Moss. This accords with one of the core principles of the Framework which is to take account of the different roles and character of different areas, including promoting the vitality of the main urban areas and recognising the intrinsic character and beauty of the countryside. Also, in terms of paragraph 49 of the Framework, the Council is able to demonstrate a 5 year supply of housing land. On the figures before me the Council is able to identify a housing land supply of 5.7 years, taking into account the 2012-2015 shortfall and a 20% buffer to allow for previous under-delivery. This and the Council's housing supply strategy were accepted by the Inspector who examined the Core Strategy and I have no substantiated information which demonstrates that the position has changed materially since. I therefore do not consider that policy NE2 is out of date and I accord the policy full weight.
 7. Policy CS26 of the Blackpool Local Plan Part 1: Core Strategy (Proposed Submission) (2016) effectively takes this policy forward until such time as a neighbourhood policy which supports the retention and enhancement of the distinctive character of the area is developed. CS26 is a recently adopted policy and I have no reason not to accord it full weight.
 8. There is no argument that the proposed dwelling is for use in connection with agriculture or horticulture and so the principle of scheme does not accord with saved Local Plan policy NE2 and Core Strategy policy CS26 in this regard. It is also not necessary to maintain the vitality of a rural community in accordance with paragraph 55 of the Framework.
 9. Furthermore, policy NE2 does not allow for infill development which this scheme, being in the gap between 2 existing dwellings, would represent. The prevailing character of the area is predominantly low density with dwellings and smallholdings widely spaced in large plots. The proposed development would have a narrower frontage than the 2 adjoining properties and would consolidate residential development on this side of School Road, giving it a more suburban appearance and reducing the open character.
 10. The appellant refers to other developments in the vicinity which have been granted permission and which, it is argued, are unrelated to agriculture or horticulture. However the Council has set out the main reasons why permission was granted in each case, some of which are not in the Marton Moss policy area, and I do not find that there is an inconsistency in the Council's approach. In any event, each application has to be determined on its own merits in the light of current adopted policy.
 11. Thus I conclude that the development would be detrimental to the distinctive character and appearance of the Marton Moss area, contrary to Local Plan policy NE2 and Core Strategy policy CS26.

Sustainable Development

12. Paragraph 49 of the Framework states that housing applications should be considered in the context of the presumption in favour of sustainable development which lies at the heart of the Framework. The Council sets out that the site is not in a sustainable location; in completing its residential accessibility questionnaire, the site is stated to score 15 out of a possible 48. Even if the appellant's calculation of 21 is used, this is not a score which would mean that the site is considered to be in a sustainable location.
13. The bus service referred to by the appellant runs only hourly until 7pm and not at all on Sundays. The nearest rail station is some 3km away and is closed during the winter. The main day to day facilities such as food shops and GP surgery are in a District Centre concentrated around the junction of Common Edge Road and Highfield Road which is about 1.15km away, and the nearest supermarket is on Squires Gate around 2.2km away. The Council notes that the store referred to by the appellant has recently closed. The appellant suggests that the facilities are accessible by bicycle, or that internet shopping would provide an alternative. However this would not be appropriate for all age groups or access to all facilities. The appellant lists a number of sports facilities, but most of these are at least 600m away and are not play/open space facilities which would be used for informal recreation. In summary, I consider that the site is not in a sustainable location and that future occupiers would be dependent on the private car to access most day to day facilities and services.
14. However accessibility is not the only measure of sustainable development. The Framework states that there are 3 dimensions to sustainable development – social, economic and environmental. In social terms I have found that the site is not in a sustainable location. The appellant argues that the development of the site would increase the security for the adjoining occupiers, but there is no substantiated evidence before me of a particular problem experienced by those occupiers, or, if so, that the development would be an effective solution. With regard to the environment, there would be harm to the character and appearance of the area contrary to Local Plan and Core Strategy policy. In economic terms, there would be a minor benefit through the creation of jobs during construction and the contribution of one household to the local economy, but this does not outweigh the harm identified.
15. Overall, therefore, I find that the proposal would not constitute sustainable development and would not accord with the Framework.

Conclusion

16. For the reasons given above I conclude that the appeal should be dismissed.

Isobel McCretton

INSPECTOR

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Report to:	PLANNING COMMITTEE
Relevant Officer:	Tim Coglan, Service Manager, Public Protection
Date of Meeting:	23 August 2016

PLANNING ENFORCEMENT UPDATE – JUNE 2016

1.0 Purpose of the report:

1.1 The Committee is requested to consider the summary of planning enforcement activity within Blackpool during June 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 'The Economy: maximising growth and opportunity across Blackpool.'

5.0 Background Information

5.1 Cases

5.1.1 New cases

In total, 63 new cases were registered for investigation, compared to 105 received in June 2015.

5.1.2 Resolved cases

In June 2016, 32 cases were resolved by negotiation without recourse to formal action, compared with 15 in June 2015.

5.1.3 Closed cases

In total, 30 cases were closed during the month (55 in June 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.

5.1.4 Formal enforcement notices / s215 notices / BCNs

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

- No enforcement notices served in June 2016 (none in June 2015);
- Three s215 notices served in June 2016 (three in June 2015);
- No Breach of Condition notices served in June 2016 (none in June 2015)

5.1.5 Enforcement notices / S215 notices authorised in June 2016

Reference	Address	Case	Dates
15/8186	212 Dickson Road	Unauthorised erection of decking, a fence and a shed at first floor level	Enforcement Notice authorised 20/06/2016
15/8481	9 Kimberley Avenue	Poor condition	S215 notice authorised 22/06/2016

5.1.6 **Enforcement notices / S215 notices served in June 2016**

Reference	Address	Case	Dates
14/8323	29-37 Market Street (MFA Bowl)	Poor condition	S215 notice re-issued 01/06/2016 Compliance due 11/11/2016 unless an appeal lodged at Magistrates Court by 11/07/2016
14/8573	3 Dorchester Road	Poor condition	S215 notice re-issued 02/06/2016 Compliance due 11/10/2016 unless an appeal lodged at Magistrates Court by 11/07/2016
12/8694	36 Wyre Grove	Poor condition	S215 notice issued 13/06/2016 Compliance due 25/11/2016 unless an appeal lodged at Magistrates Court by 25/07/2016

Does the information submitted include any exempt information? No

5.2 List of Appendices:

5.2.1 None

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 None

8.0 Equalities considerations:

8.1 None

9.0 Financial considerations:

9.1 None

10.0 Risk management considerations:

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

Report to:	PLANNING COMMITTEE
Relevant Officer:	Tim Coglan (Service Manager, Public Protection)
Date of Meeting:	23 August 2016

PLANNING ENFORCEMENT UPDATE – JULY 2016

1.0 Purpose of the report:

1.1 The Committee is requested to consider the summary of planning enforcement activity within Blackpool during July 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 'The Economy: maximising growth and opportunity across Blackpool.'

5.0 Background Information

5.1 Cases

5.1.1 New cases

In total, 47 new cases were registered for investigation, compared to 82 received in July 2015.

5.1.2 Resolved cases

In July 2016, 15 cases were resolved by negotiation without recourse to formal action, compared with nine in July 2015.

5.1.3 Closed cases

In total, 28 cases were closed during the month (38 in July 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.

5.1.4 Formal enforcement notices / s215 notices / BCNs

- Two enforcement notices authorised in July 2016 (one in July 2015);
- One s215 notice authorised in July 2016 (three in July 2015);
- No Breach of Condition notices authorised in July 2016 (none in July 2015);

- One enforcement notice served in July 2016 (none in July 2015);
- No s215 notices served in July 2016 (one in July 2015);
- No Breach of Condition notices served in July 2016 (none in July 2014);
- Three Community Protection Notices served in July 2016.

5.1.5 **Enforcement notices / S215 notices authorised in July 2016**

Ref	Address	Case	Dates
15/8751	10 Boome Street	Poor condition	S215 notice authorised 29/07/2016
16/8003	18 Crystal Road	Unauthorised change of use from a guest house to a single private dwelling house	Enforcement notice authorised 29/07/2016
16/8054	21 Cranleigh Avenue	Unauthorised erection of a rear dormer hung in brown uPVC and the erection of a side dormer hung in brown uPVC and with an opening window	Enforcement notice authorised 29/07/2016

5.1.6 **Enforcement notices / S215 / Community Protection Notices served in July 2016**

Ref	Address	Case	Dates
15/8511	Carandaw Farm, School Road	Without planning permission the use of the land for the siting of a mobile home / static caravan for residential purposes	Enforcement Notice issued 20/07/2016. Compliance due by 30/09/2016 unless an appeal is lodged at the Planning Inspectorate by 31/08/2016
15/8573	11 Allenbury Place	Poor condition and erection of a timber/plastic side extension	Community Protection Notice issued 26/07/2016. Compliance due by 09/08/2016
16/8012	Land at Coopers Way	Poor condition of land	Community Protection Notice issued 01/07/2016. Compliance due by 12/08/2016
16/8197	65 Tyrone Avenue	Poor condition	Community Protection Notice issued 05/07/2016. Compliance due by 15/07/2016

Does the information submitted include any exempt information?

No

5.2 **List of Appendices:**

5.2.4 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

COMMITTEE DATE: 23/08/2016

Application Reference: 16/0019

WARD: Talbot
DATE REGISTERED: 22/01/16
LOCAL PLAN ALLOCATION: Defined Inner Area

APPLICATION TYPE: Full Planning Permission
APPLICANT: Mr A Safdar

PROPOSAL: External and internal alterations to include erection of two and three storey rear extensions, alterations to elevations, formation of bin and cycle store, provision of parking to rear and use of premises as altered as a 20 bed hotel, restaurant and function room on lower ground and ground floors and 6 self-contained permanent flats to first, second and third floors.

LOCATION: 77-81 ALBERT ROAD, BLACKPOOL, FY1 4PW

Summary of Recommendation: Grant Permission

CASE OFFICER

Ms P. Greenway

SUMMARY OF RECOMMENDATION

The principle of the loss of holiday accommodation is contrary to policy, however, it would only be a partial loss and the holiday character of the property would be retained on the Albert Road frontage at lower ground, ground and first floors. Since the scheme would not be viable without the quantum of permanent accommodation proposed and the walk-in trade to the hotel restaurant, it is considered that these contrary elements should be accepted in order to stimulate economic growth, secure a refurbishment/upgrade of the property and benefit the appearance of the South Town Centre Main Holiday Accommodation Area.

SITE DESCRIPTION

The property is currently boarded up as a result of a fire; however, prior to that it stood vacant for a number of years. It is a mid-terrace, five storey (including lower ground and a front roof lift) 40 bed hotel, with a sunlounge to the front and a hard-surfaced forecourt behind a low boundary wall. The property has a frontage of some 18 metres to Albert Road and in common with other properties in the road it has substantial rear outriggers. The rear

alley is gated. The street has a strong holiday character and is within the South Town Centre Main Holiday Accommodation Area.

DETAILS OF PROPOSAL

As submitted the proposal was for external and internal alterations to include the erection of two and three storey rear extensions, alterations to elevations, formation of bin and cycle store, provision of parking to rear and use of premises as altered as a 20 bed hotel, manager's accommodation and restaurant on lower ground and ground floors and six self-contained permanent flats to 2nd and 3rd floors (and one outrigger to the first floor). Of the six flats, there would be five x 2 bed flats (one of which would be in the form of a maisonette) and one x 1 bed flat.

It has since been amended to provide better separation between the hotel and permanent flats. A number of the flats have been given roof terraces, their internal arrangements improved and access provided to the rear for refuse disposal. Two of the seven rear parking spaces have been allocated to the flats and a secure bicycle storage room has been provided within the rear of the building.

The application is accompanied by a draft holiday accommodation management plan ('details to be confirmed on commissioning of accommodation') and a financial viability appraisal.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- the principle of loss of holiday accommodation and its impact on the character of the holiday area.
- the principle of a restaurant outside of the town centre and its impact on vitality and viability of the town centre.
- the impact on amenity of hotel guests, local residents and future occupiers of the permanent flats.

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

CONSULTATIONS

Head of Highways and Traffic Management: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

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

Police Architectural Liaison Officer: I have conducted a crime and incident search of this policing incident location and during the 12 month period from January 2015 to January 2016 there have been a large number of recorded crimes and incidents including burglary, theft and criminal damage. There have been a large number of recorded offences undertaken at flats and hotels on Albert Road such as theft, criminal damage and burglary.

In order to reduce the opportunity for criminal activity at the development, the Police Architectural Liaison Officer makes security recommendations regarding doors and windows. External doorsets should be illuminated with dusk till dawn light units and electronic access control to individual hotel bedrooms should be installed (crimes have been reported in this location whereby offenders have entered rooms and taken property due to them being insecure). CCTV to the hotel is recommended to provide reassurance to their customers and to deter potential offenders from committing criminal activity. Good illumination of the rear parking area is also recommended so as to discourage criminal activity.

PUBLICITY AND REPRESENTATIONS

Site notice displayed: 25 January 2016

Neighbours notified: 25 January 2016

Objections have been received from 67, 70-72, 75, 91, 95, 102, 115 Albert Road; 38, 40-42 Charnley Road.

The general form of the objections is that the local hoteliers welcome the prospect of the 20 bedroom hotel, however they consider that the inclusion of six permanent flats goes against the Council's planning policy for this area. They have lived and worked on Albert Road and surrounding areas for many years and feel that the inclusion of permanent flats within the main holiday accommodation area will have a bad long term impact on the area. Permanent flats in the area have in the past brought trouble to the area with drunks, drugs and 'unsavoury characters', an obvious downside to visiting holiday makers and adversely affect their businesses. The inclusion of six permanent flats will not safeguard the holiday accommodation within the area. They are also concerned that the flats would be filled with 'undesirables' and result in anti-social behaviour, fly-tipping etc. and become Houses in Multiple Occupation.

NATIONAL PLANNING POLICY FRAMEWORK

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

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the National Planning Policy Framework 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 indicate 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.

The National Planning Policy Framework places a heavy emphasis on sustainable development and the need for the planning system to be proactive in driving economic growth. There is a presumption in favour of development where there are no over-riding material considerations. Developments must be of high quality design and offer a good standard of amenity. The National Planning Policy Framework states that planning should be genuinely plan-led to reflect local need and circumstance. The National Planning Policy Framework also makes it clear that Local Planning Authorities should set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth. The protection and enhancement of Blackpool's main holiday areas is central to the Council's vision for regenerating the resort, driving economic growth and ultimately creating more balanced and healthy, sustainable communities.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council at its meeting on 20 January 2016 and 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 -

CS4 Retail and other Town Centre uses

1. In order to strengthen Blackpool Town Centre's role as the sub-regional centre for retail on the Fylde Coast, its vitality and viability will be safeguarded and improved by:
 - a. Focusing new major retail development in the town centre to strengthen the offer and improve the quality of the shopping experience.

- b. The preparation and implementation of a Town Centre Strategy and Action Plan, working with stakeholders to arrest decline and restore confidence in the town centre.
2. For town, district and local centres within the Borough, retail and other town centre uses will be supported where they are appropriate to the scale, role and function of the centre.
3. In edge of centre and out of centre locations, proposals for new retail development and other town centre uses will only be permitted where it can be demonstrated that:
 - a. it is a tourism attraction located in the Resort Core in accordance with policy CS21; or
 - b. there are no more centrally located/sequentially preferable, appropriate sites available for the development; and
 - c. the proposal would not cause significant adverse impact on existing centres; and
 - d. the proposal would not undermine the Council's strategies and proposals for regenerating its centres; and
 - e. the proposal will be readily accessible by public transport and other sustainable transport modes.
4. The Council, through the Site Allocations and Development Management Development Plan Documents will identify a range of sites for new retail development in Blackpool Town Centre to allow for new comparison goods floorspace over the plan period.

CS7 Quality of Design

1. New development in Blackpool is required to be well designed, and enhance the character and appearance of the local area and should:
 - a. Be appropriate in terms of scale, mass, height, layout, density, appearance, materials and relationship to adjoining buildings.
 - b. Ensure that amenities of nearby residents and potential occupiers are not adversely affected.
 - c. Provide public and private spaces that are well-designed, safe, attractive, and complement the built form.
 - d. Be accessible to special groups in the community such as those with disabilities and the elderly.
 - e. Maximise natural surveillance and active frontages, minimising opportunities for antisocial and criminal behaviour.
 - f. Incorporate well integrated car parking, pedestrian routes and cycle routes and facilities.
 - g. Provide appropriate green infrastructure including green spaces, landscaping and quality public realm as an integral part of the development.
 - h. Be flexible to respond to future social, technological and economic needs.

2. Development will not be permitted that causes unacceptable effects by reason of visual intrusion, overlooking, shading, noise and light pollution or any other adverse local impact on local character or amenity.
3. Contemporary and innovative expressions of design will be supported, where appropriate.

CS11 Planning Obligations

1. Development will only be permitted where existing infrastructure, services and amenities are already sufficient, or where the developer enters into a legal undertaking or agreement to meet the additional needs arising from the development.
2. Where appropriate, planning contributions will be sought in connection with a development to ensure that:
 - a. The particular facilities required for the proposed development, including the provision of necessary infrastructure, services and community facilities are met.
 - b. Any damaging impact on the environment or local amenity arising from the proposed development can be overcome.

CS12 Sustainable Neighbourhoods

To secure a better quality of life for residents and to deliver sustainable neighbourhoods, the Council will support development and investment which:

- a. Provides high quality housing with an appropriate mix of types and tenures to meet the needs and aspirations of existing and future residents and assists with rebalancing the housing market.

CS13 Housing Mix, Density and Standards

New residential development will be required to provide an appropriate mix of quality homes which help to rebalance Blackpool's housing supply and support sustainable communities by:

1. Including a mix of house types and sizes, having regard to the specific character and location of the site. The general requirement is as follows:
 - a. On sites greater than 1 hectare, a maximum of 10% of all homes should be one bedroom, at least 20% of all homes should be two bedrooms; and at least 20% of homes should be three bedrooms or larger, in order to achieve a balanced mix of dwelling sizes within the development;
 - b. On sites between 0.2 and 1 hectare, a mix of dwelling sizes is required within the site, or the proposal should contribute towards a balanced mix of provision in the surrounding area;

- c. On all sites, new flat developments will not be permitted which would further intensify existing over-concentrations of such accommodation and conflict with wider efforts for the comprehensive improvement of the neighbourhood. Developments including more than 10 flats are unlikely to be acceptable on sites in the inner area away from the seafront and town centre. Where flat developments are permitted, at least 70% of flat accommodation should be two bedrooms or more.
2. Providing quality living accommodation, which meet the standards in place for conversions or new build development.
 3. Making efficient use of land, with an optimum density appropriate to the characteristics of the site and its surrounding area. Higher densities will be supported in main centres and on public transport corridors.

CS17 Blackpool Town Centre

1. To re-establish the town centre as the first choice shopping destination for Fylde Coast residents and to strengthen it as a cultural, leisure and business destination for residents and visitors, new development, investment and enhancement will be supported which helps to re-brand the town centre by:
 - a. Strengthening the retail offer with new retail development, with the principal retail core being the main focus for major retail development.
 - b. Introducing quality cafes and restaurants to develop a café culture.
 - c. Conserving and enhancing key heritage and entertainment assets within the town centre and complementing these with new innovative development.
 - d. Growing an office sector to create an attractive centre to do business.
 - e. Enhancing the quality of buildings, streets and spaces and connecting the different areas of the town centre, including the seafront, to improve pedestrian movement and improve connections with adjoining resort and residential areas.
 - f. Improving access to the town centre with vibrant and welcoming multi-modal transport gateways.
 - g. Introducing a high quality residential offer in the longer term.

CS21 Leisure and Business Tourism

1. In order to physically and economically regenerate Blackpool's resort core and town centre, the focus will be on strengthening the resort's appeal to attract new audiences year round. This will be achieved by supporting:
 - b. Proposals for new visitor accommodation focused on the town centre, resort core and defined holiday accommodation areas, unless exceptional circumstances justify a peripheral location outside these areas.
 - d. The improvement of existing holiday accommodation and giving marginal, lower quality guesthouses the opportunity to convert to high quality

residential accommodation outside the defined holiday accommodation areas.

There is an identified need to reduce the amount of poor quality holiday accommodation whilst continuing to support high quality holiday accommodation to meet the needs of the 21st century visitor. The Resort Core remains the general focus for holiday accommodation, although more detailed areas concentrated around existing strong holiday area clusters are defined in Policy CS23 and the accompanying Holiday Accommodation Supplementary Planning Document. Elsewhere, the Council will support conversion of holiday accommodation to residential use to create more balanced neighbourhoods (Policy CS12: Sustainable Neighbourhoods).

CS23 Managing Holiday Bed Spaces

To achieve an economically viable level of quality holiday accommodation, the following approach will be adopted to manage a reduction in the oversupply of poor quality holiday bed-spaces:

1. Within the main holiday accommodation areas defined in the Supplementary Planning Document:
 - a. Existing holiday accommodation use will be safeguarded and new or refurbished holiday accommodation will be supported.
 - b. Change of use from holiday accommodation, or the loss of sites used, or last used, as holiday accommodation, will be resisted unless:
 - i. Exceptional circumstances are demonstrated in accordance with the Supplementary Planning Document, or
 - ii. In relation to a promenade frontage, the proposal would provide high quality holiday accommodation alongside a supporting new residential offer. Such proposals would need to comply with the requirements of the Supplementary Planning Document.

To ensure suitable levels of quality holiday accommodation are provided in the most sustainable locations, the policy approach is to identify main holiday accommodation areas where existing hotels and guest houses cannot normally change to alternative uses, including residential. These areas will generally be focused within the defined Resort Core, as shown on the Key Diagram, although may include some areas beyond this boundary as appropriate.

Within these areas, the focus is to safeguard existing holiday accommodation use and support new or refurbished holiday accommodation, to improve the overall quality of supply and enhance the holiday character and appeal of these areas to support their long-term future. Change of use of holiday accommodation to alternative uses, including residential, or the redevelopment of sites in use, or last used, as holiday accommodation for alternative uses, will generally be resisted unless very exceptional circumstances around character and economic viability are demonstrated. Details of the defined holiday accommodation areas (including precise boundaries) and demonstrating exceptional circumstances are set out in the Holiday Accommodation Supplementary Planning Document (SPD). The approach to

having areas where holiday accommodation cannot change to alternative uses is consistent with past policy approaches in Blackpool.

To allow the reduction of holiday bed spaces, the main holiday accommodation areas as defined in the Holiday Accommodation Supplementary Planning Document (HA SPD) have been made smaller to include the strongest clusters of holiday accommodation when assessed against a number of criteria based on land use, location and quality characteristics (further details of the criteria used are set out in the HA SPD).

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:

- LQ1 Lifting the quality of design
- LQ14 Extensions and Alteration
- BH3 Residential and Visitor Amenity
- BH17 Restaurants, Cafes, Public Houses and Take-Aways
- SPD New Homes from Old Places
- SPD Holiday Accommodation – One of the key aims is to provide a focussed support of high quality holiday accommodation offer in the six defined areas of the Cliffs, Lord Street, **South Town Centre**, Foxhall, South Beach and the Pleasure Beach.
 - a) Policy R19 Main Holiday Accommodation Areas (circa 600 hotel premises, 40% of hotels).

In these areas the emphasis is on measures to support their long term future as holiday areas and the policy:

- permits new or improved visitor accommodation.
- promotes the replacement of low quality older holiday accommodation.
- continues to safeguard holiday accommodation use.

Change from holiday accommodation will only be permitted in very exceptional circumstances where properties fundamentally differ in character and it would be without any detriment to the character of the holiday area, with an assessment required indicating that the building is not viable for future holiday use.

ASSESSMENT

Principle

Policy CS23 of the Blackpool Local Plan Part 1: Core Strategy states that within the main holiday accommodation areas, the change of use of holiday accommodation to alternative uses, including residential, or the redevelopment of sites in use, or last used, as holiday accommodation for alternative uses, will generally be resisted unless very exceptional circumstances around character and economic viability are demonstrated.

In this instance the property has been vacant for a number of years and has been boarded up as a result of a recent fire at the premises and bringing it back into economic use is considered to be a material consideration; it would also improve the street scene. In terms of the character of the street, the proposal would result in the property still having the appearance of a hotel on the main front elevation (lower ground, ground and first floors). The only street presence that the permanent flats would have would be a front door to Albert Road and it not considered that the introduction of flats would have an adverse impact on the character of the holiday area. The flats would be two bedroomed and would be generous in size, with roof gardens at the rear, and would be aimed towards the higher end of the market. It would not make good business sense for the applicant to rent out the flats to people who would put off potential hotel guests and adversely affect his hotel business if they felt threatened by the residents above.

In terms of economic viability, the applicant has submitted a financial appraisal which states why a 20 bedroom hotel would be viable but a 40 bedroom would not; and justifies why the permanent flats are needed in income terms to support the overall refurbishment and extensions to bring the hotel up to modern day standards. A professional opinion has been sought on the viability statement and this will be reported further in the Update Note.

The operation of a restaurant independent from the hotel would also be contrary to Policies CS4 and CS17 of the Blackpool Local Plan Part 1: Core Strategy and Policy BH17 of the Blackpool Local Plan which seek to locate such uses to the town and district centres to improve their vitality and viability. Even though this is a holiday area, it quietens down at night and the introduction of a restaurant could easily disturb guests, which would be contrary to Policy CS7 and BH3. The plans have been amended, so that the lower ground floor would become a 40 cover dining/function room and the ground floor front, in addition to a reception and lounge area, would be a 40 cover restaurant with access from the main steps into the hotel as well as from directly within the hotel. The restaurant would be available for hotel guests as well as walk-in trade from the general public. Since the hotel has a potential occupancy of 80 people, it is considered that the 40 cover dining room and 40 cover restaurant are acceptable as it is likely that both would cater for the hotel and the amount of trade diverted from the town centre would be minimal. In this context therefore, the impact on the vitality and viability of the town centre is not considered to be significant. A condition could be imposed preventing the independent use of the restaurant in order to safeguard this aspect of the proposal.

Amenity

In terms of the amenities of the hotel guests, the area would still have the appearance of a main holiday accommodation area and it is not considered that the presence of permanent flats above the hotel would have any significant impact on their enjoyment of the facilities. The submitted holiday accommodation management plan indicates that the administration of the flats would be based on the reception area or as otherwise arranged. The Police Architectural Liaison Officer has made recommendations, which if followed, should reduce the fear of any harm through anti-social behaviour/crime.

Local hoteliers should benefit from the proposal, by having the property brought back into an active, modern hotel use across the lower ground, ground and first floors. The permanent flats should not have an impact on their amenities either as hoteliers, or as local residents. As previously mentioned, a number of the flats (four) would have south east facing roof gardens at the rear to provide amenity space and they could be required to be screened with obscure glazing to protect privacy for residents in the vicinity.

The scheme has been amended to result in a better living environment for future occupiers of the permanent flats, in terms of room arrangements, roof gardens, better storage facilities, a bike store and direct access to the rear for bin stores and two dedicated parking spaces.

Highway Safety/Parking

Although no response has been received yet from the Head of Highways and Traffic Management, it is considered that the traffic generated by a 20 bedroom hotel and six flats is not likely to be as great as the previous use as a 40 bedroom hotel. In addition, the close proximity to the town centre and the provision of cycle storage means that there would be less reliance on the car for the permanent residents.

Other Issues

The New Homes from Old Paces Supplementary Planning Document requires front rooflifts and rear extensions to be removed in order to promote a more residential appearance to permanent accommodation. Since this is a main holiday accommodation area with a holiday character, it is not considered that these measures are required.

CONCLUSION

The principle of the loss of holiday accommodation is contrary to policy, however, it would only be a partial loss and the holiday character of the property would be retained on the Albert Road frontage. Since the scheme would not be viable without the quantum of permanent accommodation proposed, together with the walk-in trade to the hotel restaurant, it is considered that these contrary elements should be accepted in order to stimulate economic growth, secure a refurbishment / upgrade of the property and benefit the appearance of the South Town Centre Main Holiday Accommodation Area. This conclusion is dependent on the financial viability assessment being agreed by the Council's professional advisor.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

There is no requirement for a commuted sum towards affordable housing under Policy CS14 of the Blackpool Local Plan Part 1: Core Strategy as the property is within the Defined Inner Area; nor is there a requirement for a sum towards general open space provision for the permanent flats under Policy BH10 of the Blackpool Local Plan as this is a conversion from holiday accommodation.

FINANCIAL INTEREST:

None.

HUMAN RIGHTS ACT

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

CRIME AND DISORDER ACT 1998

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

BACKGROUND PAPERS

Planning Application File(s) 16/0019 which can be accessed via the link below:

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

Recommended Decision: Grant Permission

Conditions and Reasons

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

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

2. 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 22 January 2016 including the following plans:

drawings no. A015/123/P/01 Rev B (Floor Layouts), A015/123/P/02 Rev B (Floor Layouts), A015/123/P/03 Rev B (Elevations), A015/123/P/04 Rev B (Elevations and Basic Section), 1:1250 scale Location Plan.

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 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. The garage shall be reserved specifically for vehicles belonging to occupiers of the permanent flats and shall not be used for any other purpose.

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 2012 - 2027 and Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

4. Prior to the development hereby approved being first brought into use the secure cycle storage provision shown on the approved plans shall be provided for the use by occupiers of the permanent flats and shall thereafter be retained.

Reason: To enable access to and from the property by sustainable transport mode, in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012 - 2027 and Policy AS1 of the Blackpool Local Plan 2001-2016.

5. 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 be made available for both the hotel and the occupiers of the permanent flats 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 Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012 - 2027 and Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

6. The lower ground floor dining/function room and the ground floor restaurant shall not be operated independently from the hotel. At no time, shall take-away sales of hot or cold food operate from the premises.

Reason: An independent restaurant/hot and cold food take away would be contrary to Policies CS4 and CS17 of the Blackpool Local Plan Part 1: Core Strategy 2012 - 2027 and Policy BH17 of the Blackpool Local Plan 2001 - 2016 which seek to protect the vitality and viability of the town and district centres and in the interests of residential amenity.

7. Notwithstanding the approved details, all privacy screening to the boundaries of the four roof gardens hereby approved, shall be a minimum of 1.7 m high above deck level, constructed with obscure glazed panels and shall thereafter be retained as such.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012 - 2027 and Policies BH3 and LQ14 of the Blackpool Local Plan 2001-

2016.

8. No flat/maisonette shall be occupied until all of the external alterations and the internal layouts and arrangements have been provided in accordance with the plans hereby approved. The layout of the accommodation and arrangements hereby approved shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the accommodation accords with the Council's approved Supplementary Planning Document, to safeguard the living conditions of the occupiers of the flats and to improve the external appearance of the property in accordance with Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part1: Core Strategy 2012 - 2027 and Policies LQ1, LQ14, BH3 and HN5 of the Blackpool Local Plan 2001-2016.

9. 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.

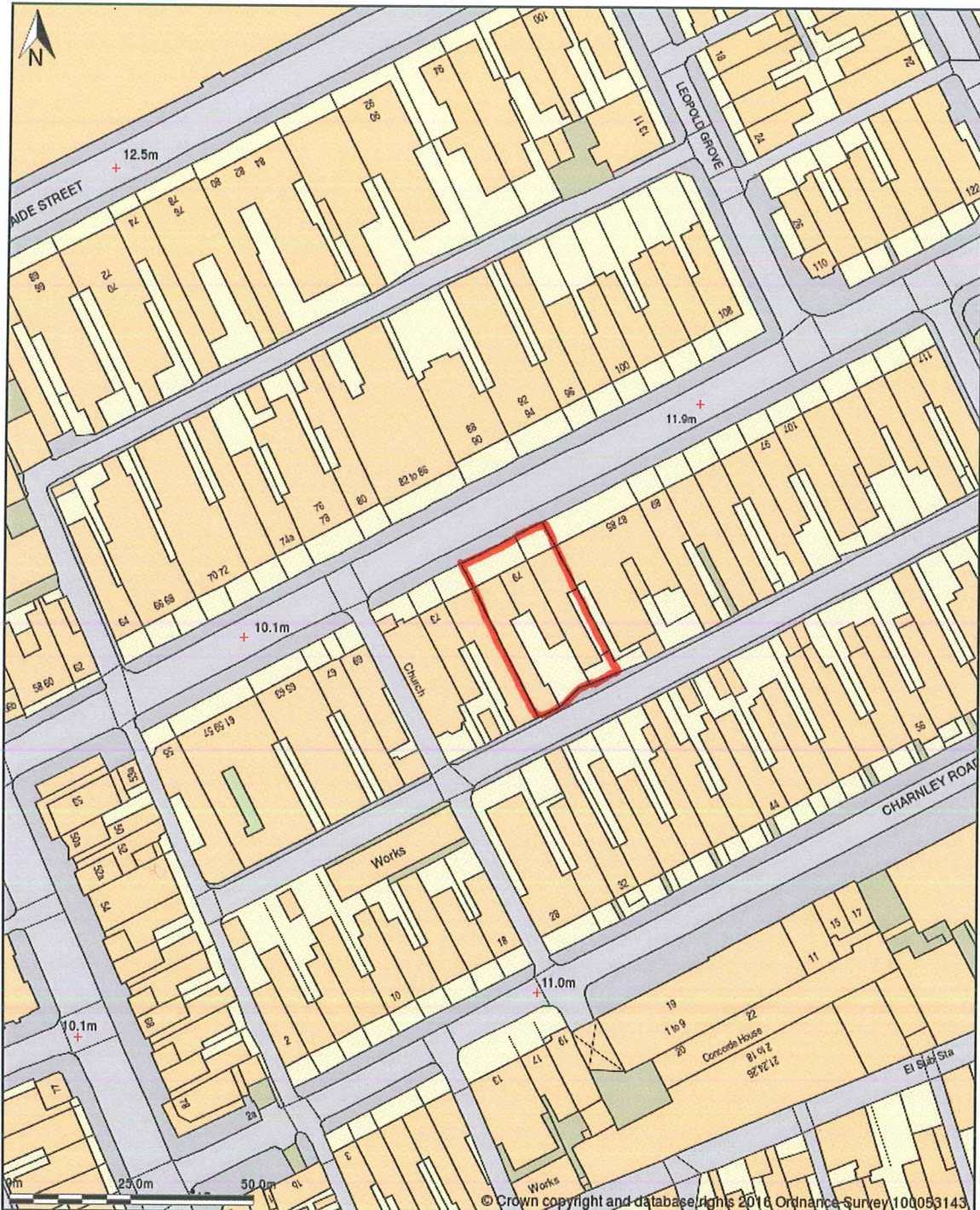
Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part1: Core Strategy 2012 - 2027 and Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.
2. The applicant is advised to implement all the security measures detailed in the letter from the Designing Out Crime Officer, Lancashire Constabulary, dated 2 January 2016.



New Sunset Hotel, 7781 Albert Road, Blackpool, FY1 4PW



Plan shows area bounded by: 330882.47888386,435866.89611614 331081.47888386,436111.14611614 (at a scale of 1:1250) The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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COMMITTEE DATE: 23/08/2016

Application Reference: **16/0394**

WARD: Ingthorpe
DATE REGISTERED: 13/07/16
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Full Planning Permission
APPLICANT: Premier Inn Hotels Ltd

PROPOSAL: External alterations including erection of part two/part three storey extension to north elevation of existing bedroom accommodation to form 26 additional bedrooms, plant housing and air conditioning housing, three storey extension to south elevation of existing bedroom accommodation to form lift shaft, partial rendering of existing bedroom accommodation, and alterations to existing play area and car park to form 11 additional parking spaces.

LOCATION: PREMIER INN, RED LION HOTEL, DEVONSHIRE ROAD, BLACKPOOL,
FY2 0AR

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr G. Johnston

SUMMARY OF RECOMMENDATION

The principle of extending an existing hotel in an out of Resort Core location is considered acceptable given the demand for the extra bedrooms and the lack of sequentially preferable sites in the Resort Core. The design of the proposed extension is considered acceptable in being subservient to, but also complementary to, the existing bedroom block. It is not considered that the extension would significantly affect the amenities of the occupiers of houses in Village Way to the north of the site. It is not considered that the proposals would adversely affect the setting of the locally listed building. It is not considered that the proposal would represent an over-intensive use of the site and adequate on-site car parking would be provided.

INTRODUCTION

This application has resulted from a pre-application discussion which was originally for a three storey extension to the existing Premier Inn hotel and removal of part of the semi-circular amenity area on the Devonshire Road frontage of the site. The discussions sought to retain the semi-circular area but allow for a slight reduction in its size and to achieve a break between the existing hotel and the extension and a stepping down of the extension towards the northern boundary of the site.

The history behind the site is that a two storey extension to the original Red Lion Public House to create a 48 bedroom Premier Inn hotel was refused in 1988. In 1996, a three storey extension to the original Red Lion Public House to create a 40 bedroom Premier Inn hotel was approved. In 2007, a three storey extension to the hotel was approved to add 27 bedrooms to the existing hotel (67 in total).

SITE DESCRIPTION

The application site is on the eastern side of Devonshire Road approximately 300 metres to the north of its junction with Red Bank Road and the District Centre. The site has frontages to Devonshire Road and All Hallows Road and has St Bernadette's primary school to the south, housing to the north (fronting Devonshire Road and Village Way), housing opposite on Devonshire Road and housing and Montgomery Secondary School to the east on All Hallows Road. The site has a frontage of some 105 metres to Devonshire Road and a depth of some 115 metres. It comprises the Red Lion Public House, a locally listed building, with the existing 67 bedroom Premier Inn hotel to the rear and areas of car parking on all sides of the building (132 spaces in total) and a semi-circular amenity area on the Devonshire Road frontage.

DETAILS OF PROPOSAL

The application is for a part three storey/part two storey extension to the existing Premier Inn hotel to provide 26 additional bedrooms to make a total of 93 bedrooms. There would be an increase in the total number of car parking spaces from 132 spaces to 143 spaces. The extension would measure 20.5 metres by 13.2 metres with the height going from 8.8 metres to 11.4 metres and then down to 9.4 metres and 5.4 metres at its northern extent which would be some 9.4 metres from the northern boundary of the site. The extension would be of brick and tile construction to match the existing bedrooms when viewed from Devonshire Road.

The elevation facing All Hallows Road would be part brick/part render and the northern elevation would be rendered. The All Hallows Road elevation of the existing hotel would also be amended to include rendering to the two gable features.

In addition, it is proposed to erect a three storey extension to the southern elevation of the hotel to create a lift to serve the accommodation. This would be of brick construction and would have a tiled roof. The semi-circular amenity area on the Devonshire Road frontage of the site would be reduced in area and the car parking area would be remodelled to create an

additional 11 spaces. A bin storage compound would be provided at the rear of the Pub/Restaurant, between the Pub/Restaurant building and the hotel accommodation, and parking for eight cycles would be provided adjacent the hotel entrance on the southern side of the building.

The application is accompanied by an Environmental/Ground Conditions/Contamination report, Heritage Statement, Planning Statement, Transport Statement and Design Statement.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- principle of the development
- impact on the amenities of local residents
- impact on highways and traffic
- design of the proposal
- impact on the setting of the locally listed building

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

CONSULTATIONS

Built Heritage Manager: I refer to the application for proposed alterations and an extension at the Premier Inn, Red Lion Hotel, Devonshire Road. Although the development will not involve removing any historic fabric from the locally listed Red Lion Hotel, it will have some impact on its setting when viewed from Devonshire Road. If you are minded to approve the application I would ask that some planting is undertaken at the front of the new extension in order to soften its impact when viewed from Devonshire Road. In addition, the heritage statement considers that the development may disturb buried archaeological remains from earlier uses of the site, and I would ask that groundworks be subject to archaeological monitoring in the form of a watching brief, as recommended in the Heritage Statement.

Head of Highways and Traffic Management: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

Service Manager, Public Protection: I have looked at the Phase 1 Desk Study and agree with the recommendations that have been made. A Phase 2 and Gas monitoring is required to ensure there is no significant likelihood of contamination being present within the ground conditions.

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

PUBLICITY AND REPRESENTATIONS

Site notices displayed: 15 July 2016

Neighbours notified: 14 July 2016

Mr S Christy, 7 Village Way, Blackpool, FY2 0AH (Objects)

My concerns regarding the Red Lion/Premier Inn (issues prior to the proposed extension):-

- * bins/skips back directly onto the back of my property these are emptied throughout the day sometimes as early as 5.30 am
- * empty bottles are tipped into the skips throughout the day 7.00 am till midnight numerous neighbours have commented on the noise
- * vermin from the skips/bins there has been an influx of mice, flies and seagulls
- * Friday 15th July 2016 the Red Lion car park was completely full with teachers and parents cars double parked, all of All Hallows Road was full and half of Village Way was full. 14.45-15.15 pm is a ridiculously busy time. The council doesn't respond to the problems caused now by ignorant parents who park over residents' drives. This will get worse because the Red Lion will lose numerous car park spaces.

Further comment submitted on Monday 25 July 2016

To follow on from my concerns on the 18 June 2016, regarding the proposed extension to the Premier Inn.

I would like to object strongly to the development of the Premier Inn. In my previous communication I have highlighted issues which are a concern before the new plans have been taken into consideration.

This will have a detrimental impact on my property and residential amenities and will have a visual impact of a development. The Premier Inn already has enough bedrooms and this will cause density and will be over-developed. I already have concerns about the noise, smell, pollution and vermin as quoted in my previous correspondence.

New boundaries of the proposed building will be closer to my property and close to the tree line. Rooms will be in the direction of my property, so I will have loss of privacy and will be overlooked. I have asked the Premier Inn/Red Lion on several occasions to trim their trees down as this blocks out the light in my garden. Therefore new development will add to overshadowing/loss of light.

As we are extremely close to two schools the traffic is already a problem on the Red Lion car park and down Village Way. This will increase traffic, causing road capacity and difficulties with access and visibility, car parking and effects on pedestrians, cyclists and children's health and safety, causing a burden on highway safety. There have been several road accidents already, outside school/Premier Inn including a child being knocked down. We have already complained to the Council with build up of school traffic and people parking over drives but to no avail. (I have photographic evidence if needed).

We feel the Premier Inn/Red Lion haven't adhered to the human rights act where a person has the right to peaceful enjoyment of all their possessions, home and land. This is due to bin lorries emptying skips at 5.30am and bottle skips being emptied at midnight! We have complained on numerous occasions about the bins/skips being too near our property.

Mrs V M Haydock, 690 Devonshire Road, Blackpool, FY2 0AW (Objects)

The noise and inconvenience that this work will entail to all in the surrounding area. The increase in heavy traffic to carry out this work. Devonshire Road is a very busy road and at times has problems dealing with the traffic that uses it at present, especially in term times due to the proximity of the two schools, St Bernadette's and Montgomery High School. The hotel already takes coach parties and if this extension is allowed, there is no reason to believe that they will not have more coach parties, which means that the coaches take up spaces in the car park and there are less for the cars.

At present the large delivery lorry that comes a few times a week, already has difficulty getting into the gap between the hotel and the present buildings, and this development will only makes things worse. The present 'play' area is not used always by small children and many times, walking on the pavement outside the Red Lion I have seen balls being kicked into the oncoming traffic and children running out after them, with all the inherent dangers both to the children and the road users. Less space means that the parents of the schoolchildren will be parking on both sides of Devonshire Road, making it difficult for buses and large vehicles (including the Emergency Services) to get through. This has been experienced in the past week or so before the school breakup. This also makes it difficult to get out of the driveway, as the cars are parked sometimes for up to 30 minutes whilst the parents wait and they are not always considerate as to where they park, sometimes blocking the driveways. Can you guarantee that the drainage service on Devonshire Road will not be compromised? At present the drain by the north Devonshire Road entrance does not take any water and in fact has plants growing in it. Why do we need the hotel to be extended? This is a residential area and surely this will take business from the Blackpool hotels that are struggling as it is. There is mention from the firm that did the survey that implied the Red Lion was in an industrial area. It is not. The 'garages' mentioned are a food shop and a business building. The proposed development will alter the look of the Red Lion. At present it looks ok from the front but with this extension it will be out of keeping with the building and will be out of the building line of the hotel. If this development causes inconvenience to the residents, can we ask for a reduction in our rates etc? I am not against development where it is needed but feel that at the present time this one is inappropriate.

Mrs S Wroe, 17 Village Way, Bispham, Blackpool, FY2 0AH (Objects)

1. The Hotel and Premier Inn

The Red Lion was, according to the documents online, refused planning for a 48 bed hotel in 1988 but was then given consent in January 1996 for a 39 bed hotel. At a later date (details not available online hence date unknown) this appears to have increased to 67. The extra 26 rooms will make a total of 93. This is unacceptable in a residential area and the extension will be far too near the houses on the south end of Village Way.

This is somewhat incomprehensible that originally a 48 bed was refused and now a proposal for almost double is being submitted; this also coinciding with increased development in the area due to the schools. What will follow in 10 years' time if permission granted - more rooms still until every blade of grass is covered?

The proposed site is outside the Blackpool Regeneration Project taking much needed business away from the Town Centre, particularly the hotels and guest houses. We are a residential area and this should remain the case.

The Red Lion is a 'non-designated (locally listed) Heritage asset' (HER no. MLA22163). At present the Hotel is hardly visible from Devonshire Road but the new North End proposal would extend beyond the existing northerly building line; indeed the original Heritage asset building would become hardly discernible.

Village Way does already have noise from the Red Lion site (and cooking smells) in the form of car alarms and particularly the emptying of glass waste into bins very early in the morning and the extension can only make it worse.

The north side of Red Bank Road in Bispham is residential and not tourist / commercial / industrial. Evidence for this is the Blackpool Council local plan. It would appear looking at the local plan map in the 2011 adopted plan as above, the Red Lion Premier Inn had not been extended to the 67 capacity!

Bispham is residential, not tourist and the development would represent a major increase compared to the original Red Lion building. It is lamentable that the poor householder has strict limits on development density imposed on them; even just adding a simple porch on the front!

2. Local Traffic around the Red Lion and Hotel

The area is already gridlocked at peak times (particularly All Hallows Road) with the school having been allowed to expand but not seeming to provide enough parking for teachers and staff. Montgomery at present uses the parking area where the proposed extension will be built. It is inevitable that if the car parking places are lost and replaced more towards Devonshire Road I feel parents and staff will seek to park closer to the school i.e. on Village Way and Codale Avenue.

We already have problems with some staff parking on Village Way some from 8am to 5.30 (although Montgomery School has told me they instruct staff not to) and I feel it will make matters much worse. We have had, on occasions, cars parked restricting access for emergency vehicles should they be needed.

All Hallows Road is also losing the laybys where the new houses are being built opposite the church again taking much need parking away from the area.

It is a fact that parents and staff at Montgomery and St Bernadette's schools will use cars and All Hallows Road is a narrow road with traffic calming that does not work, signage which is often ignored (witness the need for temporary 'do not park' signs outside St Bernadette's school).

The footprint of the proposed extension is such that pedestrians walking from Devonshire Road to All Hallows Road through the Red Lion site will encounter dangerous blind bends at the southerly and northerly ends of the development.

3. Proposal to help residents.

If against the majority of residents' wishes the consent is granted for the extension could a few demands be put in place to help residents in that:

The applicant (Premier Inn Hotels Ltd) pay the fees / charges to the Council to have erected No Entry sign posts displaying (Cars and Motor Cycles in the centre) with the wording under 'Except for access', particularly for Village Way, Codale Avenue and perhaps more streets. This has been done around Unity Academy on Warbreck Hill Road with signs at all streets that lead off Warbreck Hill Road near the school, plus restriction of 2hours in the laybys in front of the school.

Subject to consultation with local residents another alternative is Permit holders only parking. Last year the Council said they didn't have the money to proceed with the above but there would appear to be no reason why the applicant (Premier Inn Hotels Ltd) cannot be asked to pay as a pre-condition of the application; this is not unheard of.

4. Further information for the public domain

- a) As discussed above it is unclear from the property history, when permission was granted for the existing 67-bed extension. Please make this available.
- b) Is there a limit on the extension allowed to an existing building in a commercial context and if not what criteria is applied when considering an application?

Mr I Wroe, 17 Village Way, Bispham, Blackpool, FY2 0AH (Objects)

I wish to strongly object to the proposal to extend the hotel accommodation at the Red Lion site, Bispham.

Application 07/0289, which for some reason does not feature on the property history, at http://idoxpa.blackpool.gov.uk/online-applications/propertyDetails.do?activeTab=relatedCases&keyVal=_BLCKP_PROPLPI_10099_1 was for an extension to the hotel with a reduction in car parking spaces from 147 to 134.

Information in support of that application stated that 'The forms of development in the surrounding area are mainly residential. The housing style is typically two storey semi-detached, brick built dwellings circa 1930'. This statement clearly and manifestly disregarded the immediately adjacent detached properties in Village Way and terraced properties on All Hallows Road.

The previous application as above states that the previous extension 'maximizes the potential of this site'.

Bispham, which already has many hotels properly sited in the tourist areas, does not need more hotel accommodation and certainly not a 93 bedroom hotel in a residential, gridlocked area.

Premier Lodge's own website describes the existing hotel as being 'on a leafy street at the edge of town'. The website makes no reference to access by public transport, neither bus nor train and yet the application under reference 07/0289 made great play about this and annual travel plans; were they received?

The hotel is no architectural wonder and indeed detracts from the original heritage building of the Red Lion. This application exceeds the mark in terms of visual impact as it will exceed the northern building line and represents over-intense exploitation of the land.

Again the application to extend previously stated 'There are residential properties to the north side of the site, however it is considered that these will not be affected by the proposed development as there are generous privacy distances between the properties and the proposed extension'. Clearly the current proposal means there will no longer be 'generous privacy distances'.

The application 07/0289 includes a statement from the out of town planning consultants that 'the proposed extension will have minimal impact on neighbouring uses, which it is considered will sit comfortably with the surrounding built development.'

Montgomery School has materially increased in size in my time in Bispham, as has St Bernadette's School. This has brought traffic chaos, disregard for yellow lines and, since Lancashire County appear to have insisted the former route through the Red Lion car park was blocked some years ago, All Hallows Road is often gridlocked. Clearly inadequate

provision has been made for parking at both schools and the result is that staff/students/visitors park in the Red Lion car park, Codale Avenue, Village Way and All Hallows Road.

To permit the development of yet more hotel beds in a residential area outside of the designated areas in Blackpool can only mean that my understanding of the local plan is misguided or is it that the local plan is just a glossy waste of council tax payer's money and anything goes in reality?

Miss Maria Curran, 37 Crofton Avenue, Blackpool, FY2 0BB (Objects)

Please find listed below my objections for not proceeding with the extension:

1. The hotel already has 67 rooms and does not need 11 more rooms.
2. I understand there are plans for a further Premier Inn hotel will be built on the Yates Wine Lodge site in Blackpool Centre.
3. It will cause more traffic in the area and the road is already very busy. More people are going to be parking on the surrounding roads, especially at school times.
4. This is a residential area and we don't need a larger building spoiling the area. The present view from the back of the current hotel is big enough.
5. It is close to 2 nursery schools, infant/junior and 1 senior school.
6. There will be more noise pollution and parking issues from increased traffic in All Hallows Road, Village Way, Codale Avenue and Crofton Avenue.
7. There will be a further strain on the already old drainage system, and the waste collection system.

L and V Haydock, 690 Devonshire Road, Blackpool, FY2 0AW (Objects)

Please find listed below arguments for not proceeding with the extension:

1. The hotel already has 67 rooms and does not need even more. The restaurant cannot cope with the current number of guests and general public as it is. This is also going to take business away from the town centre.
2. 11 more spaces won't make much difference as some others are going to be lost with the extension.
3. It will cause more traffic in the area and the road is already very busy. More people are going to be parking on the road, especially at school times.
4. This is a residential area and we don't need a larger building spoiling the area. The present view from Devonshire Road mainly hides the current hotel, which is big enough, but this north extension takes it out of the building line and will be visible. It will also be much nearer private houses on the north side.
5. It is close to two nursery schools, infant/junior and one senior school.
6. There will be more noise from increased traffic. Connecting into existing drains will put a further strain onto an already old system. The waste bins have already been a problem due to overflowing and smells, and are currently situated nearer to houses than they should be. This will only make matters worse.

We have lived in the area for many years and have seen the Red Lion change, and not necessarily for the better.

Mr Brian Summers, 5 Village Way, Blackpool, FY2 0AH (Objects)

My property is directly affected by this proposed application as it will be in direct line and, if approved, will be much closer to the Premier Inn.

The extension would result in vehicles, including delivery vehicles much closer to my home, resulting in increased noise levels.

Also, in quantifying the number of parking places available, I believe that the applicants are guilty of double counting. Parking slots originally in place (stipulated in previous planning applications??) have been used to park several skips. The applicants are suggesting that if and when the skips are moved, the parking slots will be additional ones.

A further point that I wish to raise is that many staff from Montgomery High School use this exact area to park during the day, as do those on the afternoon school run. Human nature being what it is, the extension will deter them from parking at the Premier Inn and will seek to park close to the school. The most likely places are All Hallows Road (already very congested at school runs times) and Village Way. Residents in Village Way already experience increased numbers of staff parking there during the day. At the time of school runs, the situation often becomes intolerable. Whilst I appreciate that this is not an issue for Premier Inn, I believe that it will lead to problems and confrontations between residents and those connected with the school, something which will result in the Council being drawn into disputes.

I urge the Council to decline the application on grounds of overdevelopment.

Further comment submitted on Sunday 17 July 2016

I am directly affected by this application as my property is directly on the other side of a fence / shrubs to the proposed extension. The extension would bring cars and delivery vehicles closer to my boundary resulting in increased noise, especially in the early morning.

Furthermore, I believe that when identifying increased parking onsite, Premier Inn is guilty of double counting and mis-leading. Some parking slots that are already in existence have in fact been used to park several skips closer to the properties in Village Way. The proposal to move the skips elsewhere is being offered by Premier Inn as new, additional slots, when in fact they already exist, but mis-used by Premier Inn. A further problem relates to the use of the site of the extension currently being used by staff at Montgomery School throughout the day and by many parents on the school run. The proposed extension and layout would result in many of these seeking somewhere closer to park, human nature being what it is. Village Way would be, in my opinion, the likely place chosen. Those of us living there already suffer from school staff parking outside our homes every day and severe congestion during the school run. Increased parking and traffic in this cul-de-sac would add to our problems, resulting in

aggravation and confrontation. Whilst I realise that this is not directly Premier Inn's problem, I believe that the resulting impact would end up on the doorsteps of the Police and Council.

Mrs S Summers, 5 Village Way, Blackpool, FY2 0AH (Objects)

The increased proximity to our home is sure to bring increased traffic closer to our boundary thus increasing the noise disturbance. I also believe that the extension will displace Montgomery School staff who park there throughout the day, leading them to form alternative on-street parking in Codale Avenue and Village Way where problems already exist.

Furthermore, when Premier Inn last extended in 2007, they had to pile the land. We could feel the vibrations throughout this operation. As the proposed extension is even closer, I fear that the piling, which must be done in Blackpool, will have a profound effect on the structure of our home.

Mrs R Mahoney, 10, Village Way, Bispham, Blackpool, FY2 0AH (Objects)

The proposal to further increase the number of bedrooms at the Red Lion Premier Inn goes directly against the policy of Blackpool Town Council Planning. The policy is outlined under CS21 "Leisure, Business and Tourism" and centres on the need to physically and economically regenerate Blackpool's core area and town centre. It states that it will actively encourage proposals for visitor accommodation to be located in core areas. There is no basis to justify further accommodation outside of those areas. The proposed development is in a residential area, not a holiday area. Booking information shows that weekend leisure visits (holiday visitors) outweigh any business visits. There are few businesses in the locality so no need for further development to accommodate these. Parking in All Hallows Road and Village Way is a big problem. Since the local secondary school has been extended, there is not enough parking within the grounds and therefore parking takes place in All Hallows, Village Way and the Red Lion car park. If this space were to be decreased, further problems would occur in the surrounding, already overburdened areas.

Mrs Linda Edgar, 29 Village Way, Blackpool, FY2 0AH (Objects)

I refer to the application to the alterations/extension to the Premier Inn, Red Lion Hotel, FY2 0AR. I have only today been made aware of the application even though the proposed extension would impact on my life. Apparently Blackpool Council did not see fit to notify all the residents who would be affected.

My main concern is the fact that such an alteration would result in more traffic and less parking. There are two schools in the immediate vicinity, one of which is a primary school. As it is, at 'school rush hour' the volume of traffic on All Hallows Road and Village Way is horrendous. It's difficult to navigate a way through the parked cars which are often parked over drives. When asked to move their vehicles some parents are abusive or simply refuse. At these times it would be impossible for an emergency vehicle to pass through. If the proposed alterations were to go ahead the situation would only worsen. I understand that the staff of Montgomery School are allowed to park in the Red Lion car park during the school day. As a

result of the extension being built there would be less parking at the Red Lion and therefore more cars parked in the surrounding roads and avenues causing danger to the schoolchildren and the residents. This is a residential area, not a commercial or industrial area. As one neighbour has already pointed out, the residents are entitled to enjoy their homes in peace. I sincerely hope the application doesn't succeed. Whitbread Premier Inn is the UK's largest hotel chain. They already have plans to build a Premier Inn on the Yate's Wine Lodge site - let them be content with that. If it does succeed I would ask that Blackpool Council take into account the traffic/parking problems already encountered by local residents and consider putting restrictions in place with regard to access and parking. I personally would like Village Way to be 'Access Only' and I would think that residents in avenues in the surrounding area would be in favour of something similar.

Mr A Wood, 31 All Hallows Rd, Blackpool, FY2 0AS (Objects

Regarding the development of extra bedrooms at the Red Lion Hotel, I would make the following observations:

1. The development is in a residential area, and the extension will increase the use of the site, therefore increasing the likelihood of noise nuisance from the site.
2. There has been no provision for coach parking in the plan.
Coaches regularly use the Premier Inn and are more likely to do so if the development is allowed.
3. The building increases the likelihood of antisocial incidents affecting Village Way as it is closer to the houses there e.g. associated vehicle noise from traffic passing nearer to the houses, the noise from the visitors having less distance to travel.
4. The grounds of the Red Lion are currently used by staff and visitors to Montgomery School. The development may displace the associated car parking to Village Way or Codale Ave, especially if accessing the car park is less convenient.
5. This extension is detrimental to the development of the hotel industry in the town centre.

Should planning permission be approved for this development, then the following should be considered as part of that restriction:

1. Use of rubbish bins both filling and emptying should be between 0700 and 2200.
2. An 'access only' or 'residents parking permit scheme' should apply to Codale Ave and Village Way, both of which experience severe congestion due to parking associated with the two schools that have access on All Hallows Rd.
3. Service deliveries should be restricted to being between 0770 and 2200.
4. Designated parking for coaches should be incorporated in the plan.

Mrs J Lawton, 15 Village Way, Bispham, Blackpool, FY2 0AH (Objects)

Proposed development is in a residential area not in a commercial area. A major concern is parking nearby; Montgomery High School, St Bernadette's and the nursery school all use the Red Lion car park to drop off and pick up children. Traffic problems will therefore increase due to the loss of parking on the Red Lion.

There will be an increase in parked vehicles on All Hallow's Road, which will have an impact on vehicle access to Bispham Parish Church, Village Way and Codale Avenue. This is already congested with traffic at school times. In addition, emergency vehicle access will be inhibited due to the number of parked vehicles as a result of the proposed plans. Emptying of bins and refuse collections, specifically glass collection is a noise disturbance. Works access and noise levels during construction will have an impact on the community, schools and residents.

In Policy Core Strategy 7 of CBRE Planning Statement it states: '4.9 (b) Ensure amenities of nearby residents are not adversely affected', this should be taken into account when considering this application. The houses that back directly onto the proposed development will be affected by visual intrusion, overlooking, shading, noise, and privacy will be impeded on. If the development goes ahead then consideration should be given to make Village Way and other streets nearby access only or introduce a residents parking permit scheme.

Mr and Mrs Gregson, 9 Village Way, Bispham, Blackpool (Objects)

Concerned about proximity of extension to residential properties in Village Way. Concerned about loss of privacy. Concerned about increased noise disturbance. Concerned about additional traffic exacerbating existing parking issues with Montgomery High School and St Bernadette's primary school.

Mr and Mrs Baldwin, 3 Village Way, Bispham, Blackpool (Objects)

Our property is in direct alignment to the north of the proposed extension and therefore very close to the pounding that took place when pile-driving the previous foundations on the 2007 extension. As that extension was some 30m from our boundary fence, I fear for the damage that the vibrations may cause to the structure of our property through further pile-driving being undertaken within 10m of that boundary fence. In the event that planning consent is granted, would it be feasible to get the applicant to pay for fees regarding the survey of properties that would be in direct danger to possible structural damage prior to any construction, as proof, in case damage did occur?

A further concern is the parking on the east side of the development and All Hallows Road where parents park on the school run, as do the teaching staff at Montgomery School. Access to this area on the north side, taking the trees into consideration, will be narrow with two-way traffic in and out.

Because of the extension, the entrance turning the corner will be partially blind. The parking spaces on the corner into this parking area are in an inconvenient position and may need to be removed with two-way traffic turning that corner. The inconvenience for parents on the school run to park there will only push them further down Village Way and in that vicinity for longer periods, as they fight for space to get there earlier, so they can be as close to the school when picking up their children. As a supposed residential area there are enough problems regarding traffic without further deterioration from this latest proposal.

Mrs D Dennett, 37 Village Way, Bispham, Blackpool, FY2 0AH (Objects)

My objection to the proposed extension to the Premier Inn at the Red Lion of 26 further rooms is because of the certain exacerbation in the already chaotic parking arrangements and disorderly traffic in relation to Montgomery High School which is in the immediate vicinity of the site in question. Cars park partially on the pavements both on All Hallows Road and Village Way, causing unnecessary difficulty and danger to pedestrians with pushchairs, wheelchairs and to those with visual impairment. This already unsatisfactory situation can only be made worse by the significant reduction in parking spaces resulting from the proposed extension.

As a local resident who would be directly affected by this proposal, I strongly object to any further deterioration in the disorderly and at times illegal parking and traffic gridlock on All Hallows Road and Village Way which would without doubt be the adverse consequence should this planning application be approved.

Mrs M Kirkland, 1 Codale Avenue, Blackpool FY2 OBA (Objects)

Concerned that the proposal is for 26 additional bedrooms and only 11 extra car parking spaces. Concerned that school staff and parents park on the car park at the Red Lion where the extension is proposed. Concerned that the proposal will worsen the on street parking situation in the area and be detrimental to the health and safety of schoolchildren.

NATIONAL PLANNING POLICY FRAMEWORK

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

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the National Planning Policy Framework 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 indicate 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.

Paragraph 24 requires a sequential test to be undertaken where a 'main town centre use' is proposed in an out of centre location.

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 135 requires the impact of a proposal on a non-designated heritage asset to be taken into consideration and the extent of any harm to be assessed as part of the consideration of an application.

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 National Planning Policy Framework 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 National Planning Policy Framework.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

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

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

Policy CS1: strategic location of development

Policy CS5: connectivity

Policy CS7: quality of design

Policy CS9: water management

Policy CS10: sustainable design

Policy CS21: leisure and business tourism

Policy CS23: managing holiday bedspaces

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 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 a 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 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 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.

ASSESSMENT

- **principle of the development** - this is an existing Premier Inn hotel which currently has 67 bedrooms, having been extended in 2008 by the addition of 27 bedrooms. The Premier Inn hotel is in an out of centre location and is outside the resort core but it is adjacent a longstanding Public House/hotel.

Policy CS21 of the Blackpool Local Plan Part 1:Core Strategy seeks to ensure that 'new visitor accommodation' is focused in the Town Centre, in the Resort Core and in the defined Holiday Accommodation Areas identified in the Council's Holiday Accommodation Supplementary Planning Document unless exceptional circumstances for a location outside these areas is demonstrated (criteria b). It could be argued that, as this is an extension to an existing hotel, Policy CS21 (criteria b) does not strictly apply. However the applicant's agent has been asked to provide justification for the need for a further expansion of the existing hotel given its location. The argument put forward is that the hotel is having to turn away demand and that it is an attractive and convenient location. In addition the applicant's agent has been asked to undertake a 'sequential assessment' of other sites.

The agent has discounted the town centre as the applicant is proposing to provide a 150 bedroom hotel on the site of the former Yates building on Talbot Road and has considered three available sites in the Resort Core - 9 to 11 Station Road, 7-11 Bond Street and 397-399 Promenade, none of which are considered suitable primarily for reasons of size and cost. I have requested further information on the suitability of some vacant hotels in the Resort Core.

- **impact on the amenities of local residents** - The current bedroom block is some 30 metres to the north of the boundary with the rear gardens of houses fronting Village Way at three storeys in height. The proposed extension would bring the building to between 9.4 and 10.1 metres of the boundary but at this point the height would be two storeys (5.4 metres) and the roof would slope away from the boundary. At 16.5 metres from the boundary the building would be 9.5 metres high and at its highest point of 11.5 metres it would be some 22 metres from this boundary. It is recognised that the houses in Village Way are set at a slightly lower level than the application site but these distances combined with the rear garden lengths of some 10-15 metres would mean that the proposed extension would not significantly overshadow the rear gardens and houses.

There would be no windows in the end elevation of the extension and only a fire door at ground floor level. It is acknowledged that there would be windows in the west and east facing elevations of the extension but these would only permit angled views of the rear gardens of 1-7 Village Way and the lesser the angle the further the garden is away (1 and 7 Village Way rear gardens would have a shallower angle of view but the nearest bedroom windows would be some 15 metres away). This relationship is considered acceptable, particularly bearing in mind they are hotel bedrooms and people do not tend to spend long periods of time in the bedrooms. The proposal would remove some of the car parking close to the boundary with the properties in Village Way and would move the bin storage area to a point some 30 metres from this boundary. This, coupled with a restriction on the hours of bin collection/bottle collection, would be a benefit to local residents. It is not considered that the proposals would conflict with the aims of Policy BH3 of the Local Plan and Policy CS7 of the Core Strategy.

- **impact on highways and traffic** - The extension would mean that there would be 93 bedrooms and the maximum car parking requirement would be 93 spaces (one per room) The standards allow for a reduction based on the degree of accessibility of the site. In the case of this site it is a 'medium' accessible site which permits a 10% reduction in demand. The maximum requirement would be 83 spaces for the 93 bed hotel. The restaurant in the Red Lion has a floor area of some 857 square metres and hence would attract a parking requirement of 95 spaces. As two independent uses, the maximum parking requirement would therefore be 178 spaces. The proposal is to increase the number of car parking spaces on the site from 132 to 143 which would fall below the maximum requirement for the two independent uses. However it needs to be recognised that the two uses do not operate wholly independently and that the actual usage of the car park needs to be considered.

The applicant's transport consultant has undertaken a survey of the usage of the car park and officers have looked at usage on site. The existing car park has not been witnessed at full capacity. There is no doubt that the car park is used by parents and staff at the two nearby schools but this does not coincide with peak demands for the hotel and restaurant. In addition, it would be unreasonable to expect the applicants to resolve issues associated with the two nearby schools. It is considered that the additional 11 car parking spaces would be sufficient to cater for the additional 26 bedrooms proposed. It is

not considered that the proposal would conflict with Policies AS1 and AS2 of the Local Plan

- **design of the proposal** - The extension has been designed to create a break between the existing bedroom block and to taper down towards the northern boundary of the site. The extension would therefore appear subservient to the existing bedroom block but would appear complementary to it in that its design and materials would match the existing block. The introduction of rendered elements to the existing bedroom block would assist in breaking up the elevation to All Hallows Road and adding some interest to the elevation. The design approach has evolved through discussions with officers who were concerned to avoid an elongation of the existing block in a wholly three storey form. It is considered that the design approach is consistent with the LQ policies in the Local Plan and Policy CS7 in the Core Strategy.
- **impact on the setting of the locally listed building** - It is recognised that the extension would be visible behind the Red Lion when viewed from Devonshire Road but because it would be lower than the Red Lion and the existing bedroom block and would taper as it projects northwards it is not considered that it would have an adverse impact on the setting of the locally listed building. Similarly, whilst there would be a reduction in the size of the semi-circular grassed area in front of the Red Lion, it would still retain the open character and strong symmetrical appearance. It is not considered that the reduction in this area would harm the setting of the locally listed building. It is therefore considered that there would be no conflict with Policy CS8 of the Core Strategy.
- **Other Issues** - As there may be archaeological remains under the site, a condition is required to ensure that a watching brief is undertaken during excavation work. Possible damage to neighbouring property is a private matter.

CONCLUSION

The principle of extending an existing hotel in an out of Resort Core location is considered acceptable given the demand for the extra bedrooms and the lack of sequentially preferable sites in the Resort Core. The design of the proposed extension is considered acceptable in being subservient to, but also complementary to, the existing bedroom block. It is not considered that the extension would significantly affect the amenities of the occupiers of houses in Village Way to the north of the site. It is not considered that the proposals would adversely affect the setting of the locally listed building. It is not considered that the proposal would represent an over-intensive use of the site and adequate on site car parking would be provided.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None needed.

HUMAN RIGHTS ACT

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

CRIME AND DISORDER ACT 1998

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

BACKGROUND PAPERS

Planning Application File(s) 16/0394 which can be accessed via the link below:

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

Recommended Decision: Grant Permission

Conditions and Reasons

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

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

2. 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 4th July 2016 including the following plans:

Location Plan stamped as received by the Council on 4 July 2016
Drawings numbered CHQ.15.11382-PL05 Rev A, CHQ.15.11382-PL06A,
CHQ.15.11382-PL07/1, CHQ.15.11382-PL07/2.

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

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

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 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 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

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

5. 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.

6. 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.

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. 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.

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

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

(c) No excavations for services, storage of materials or machinery, parking of

vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme are in place.

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

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

10. No development shall take place on the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work for each phase of the development. This must be carried out in accordance with a written scheme of investigation which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason; To ensure and safeguard the recording and inspection of matters of archaeological / historical importance associated with the site in accordance with Part 12 of the National Planning Policy Framework.

11. The building/use hereby approved shall not be occupied/first commenced until the servicing provisions, including manoeuvring areas, have been provided in accordance with the approved details; such areas shall not be used thereafter for any purpose other than that indicated on the approved plan and all servicing within the site including loading and unloading shall take place from within the servicing area shown.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ4 and AS1 of the Blackpool Local Plan 2001-2016.

12. The bin, bottle and skip collections from the premises shall not operate outside the hours of 8am to 8pm on Mondays to Saturdays and 10 am and 8pm on Sundays and Bank Holidays.

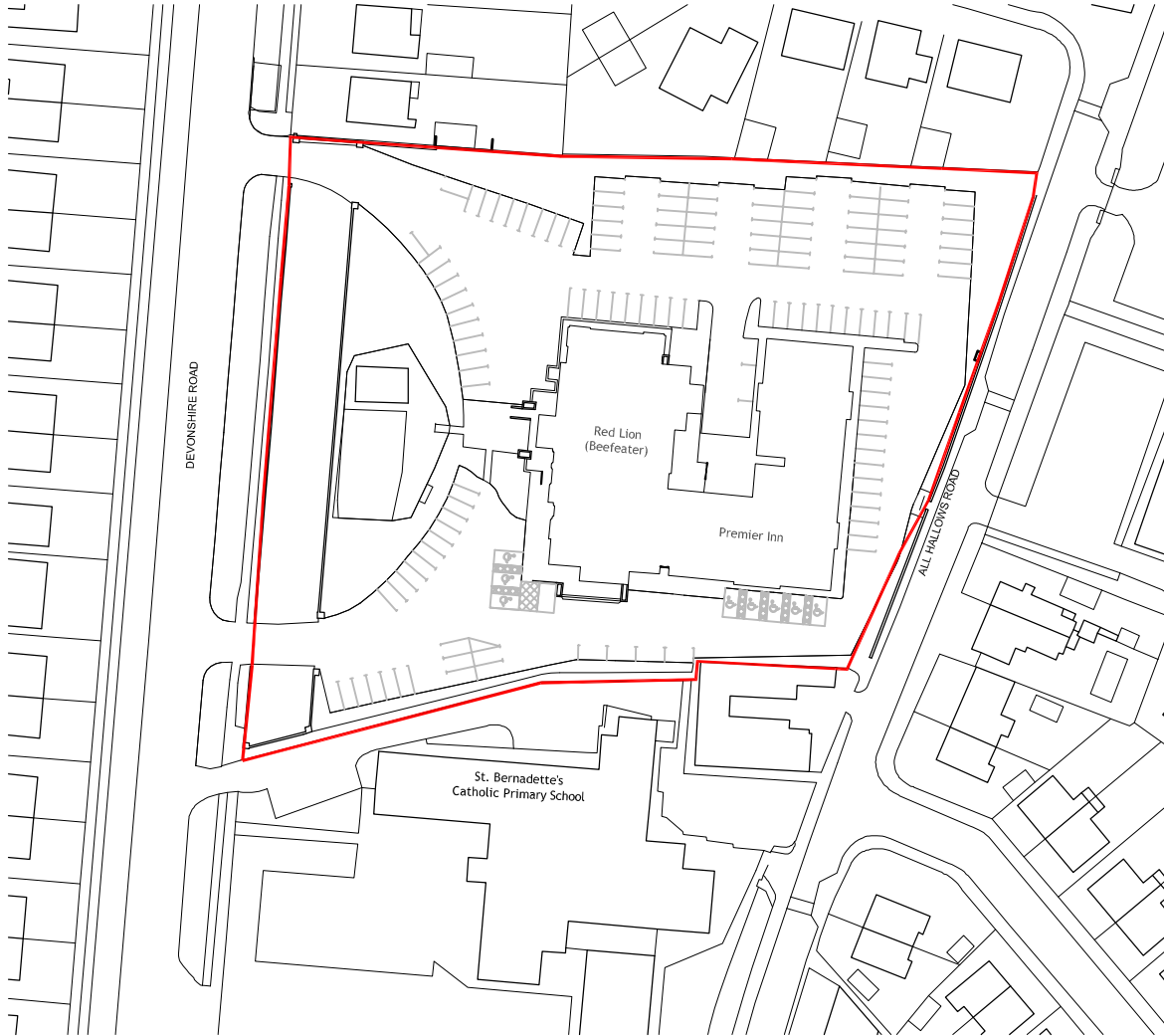
Reason: To safeguard the living conditions of the occupants of nearby residential premises, in accordance with Policy BH3 of the Blackpool Local Plan 2001-2016.

Advice Notes to Developer

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

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Site Area	0.903 Ha
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<p>NORTH</p>	REV.	DESCRIPTION	DATE	INITIALS	<p>CHQ Architects Ltd. The Mallings, 44 Whitehorse Street, Baldock, Hertfordshire SG7 6QQ Telephone: (01462) 895700 Email: design@chq-architects.co.uk www.chq-architects.co.uk</p>	<p>PROJECT</p> <p>Premier Inn</p> <p>Devonshire Road, Bispham, Blackpool, FY2 0AR</p>	DRAWING								
	<p>ISSUE</p> <p>PLANNING</p>						<p>Site Location Plan</p>								
<p>SCALE</p>	<p>Page 65</p>					<table border="1"> <tr> <td>DATE</td> <td>June 2016</td> <td>DRAWN</td> <td>EAG</td> </tr> <tr> <td>SCALE</td> <td>1:1250@A4</td> <td>CHECKED</td> <td>MRA</td> </tr> </table>		DATE	June 2016	DRAWN	EAG	SCALE	1:1250@A4	CHECKED	MRA
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COMMITTEE DATE: 23/08/2016

Application Reference: 16/0421

WARD: Squires Gate

DATE REGISTERED: 27/07/16

LOCAL PLAN ALLOCATION: Resort Neighbourhood

APPLICATION TYPE: Full Planning Permission

APPLICANT: Harrow House Construction Ltd

PROPOSAL: External alterations to include front extension and whole roof lift, balconies to Harrow Place and New South Promenade elevations and use of premises as altered as 86 self-contained permanent flats with associated car parking, bin store, boundary treatment and highway works.

LOCATION: 647-651 NEW SOUTH PROMENADE and 2-8 HARROW PLACE,
BLACKPOOL, FY4 1RP

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

CASE OFFICER

Mr G. Johnston

SUMMARY OF RECOMMENDATION

This proposal is seeking to regenerate some disused care homes within a bold modern building which pays homage to the Crescent to which it would be attached. At the same time it seeks to respect the setting of the building by stepping down from a focal point on the corner to the Crescent to the south and houses to the east. It is seeking to respond to the design criteria set out in Policies LQ2 and LQ4 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy by creating a landmark building on this prominent Promenade frontage. The proposal would also seek to balance this regeneration with protection of the amenities of the residents to the east of the site consistent with the aims of Policy BH3 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy. Given the shape layout of the application site it is not possible to provide a significant level of off street car parking on the site (16 spaces) and hence the applicants have approached the Council to reconfigure Harrow Place to maximise the number of parking bays which could be created on the proposed one way street and to introduce more parking on the New South Promenade frontage of the site. This would mean that there would be in the region of 88 car parking spaces for the 86 flats. Discussions are taking place about the precise number and how this will be managed and controlled and I will report further on this in the update note. The site is opposite the tram line and has the no1 bus service running down the Promenade with other bus services on Harrowside not too far distant. It is felt that the regeneration benefits of the proposal outweigh the disadvantages of not providing more than

one car parking space per flat. The applicant has sought to demonstrate that the viability of the proposal would not support an affordable housing contribution but the proposal would fund off-site open space improvement provision. On this basis the proposal is considered acceptable. As the publicity period does not end until 25 August 2016 if members are minded to approve the application it is recommended that the issuing of the decision is delegated to the Head of Development Management subject to no new representations being received as a result of publicising the application. The officer's recommendation is for approval of the application subject to conditions and subject to agreement being reached on the on street car parking.

INTRODUCTION

Members will recall that planning application reference 16/0193 was considered at the meeting on 7 June 2016 and was deferred to allow the applicant to amend the plans in view of the members' comments regarding the height of the building, the intensity of the development and the level of car parking provision. The application was subsequently withdrawn. Discussions were then held with your officers and this application has resulted from those discussions. The key changes are -

- a reduction in the number of flats proposed from 113 to 86
- a reduction in the height of the building from 23.5 metres at the corner of New South Promenade and Harrow Place to 18 metres
- a reduction in the forward projection of the building
- an increase in the overall number of car parking spaces (including on street provision) from 81 to around 88 spaces

The history behind the proposal was set out in the previous committee report for application reference 16/0193 -

This application involves a consortium of property owners and one of the owners has recently converted 653-655 New South Promenade into 11 flats and 2 maisonettes (14/0448 - External alterations including removal of existing sun lounge and reinstatement of ground floor bay windows to front elevation, installation of new doors and juliet balconies to rear elevation, formation of roof terrace with glazed balustrade, and use of premises as altered as 11 self-contained permanent flats and 2 maisonettes, with associated landscaping, cycle and bin stores) including undertaking external alterations to reinstate the original facade of the building. Originally members of the consortium were looking to submit individual applications for their respective properties within the application site. However, officers felt this was the wrong approach and suggested that there should be one application encompassing the whole frontage to New South Promenade and Harrow Place. There were also concerns regarding the design of the proposal and there followed a series of meetings between members of the consortium and your officers which focussed on the relationship of the proposal to the existing crescent, the need to 'celebrate' the corner where New South Promenade and Harrow Place meet and the need to have regard to the residential properties to the east of the site. The application has resulted from those discussions

Since the application was lodged the applicants have been in dialogue with the local residents regarding the revised proposals and a number of changes to the proposals have resulted from those discussions

SITE DESCRIPTION

This application relates to a site to the south of the Solaris Centre on New South Promenade. The site is at the northern end of the southern Crescent and comprises properties fronting New South Promenade and Harrow Place. The properties are within a Resort Neighbourhood as identified in the Blackpool Local Plan 2001-2016 but are not identified as being part of a Main Holiday Accommodation Area in the Holiday Accommodation Supplementary Planning Document of 2011. The properties are former care homes which have been vacant for some 3 years. To the south of the site is holiday accommodation and to the east fronting Harrow Place and Clifton Drive are residential properties. There is a rear alley between Harrow Place and Cardigan Place (to the south) which serves the properties fronting New South Promenade and properties fronting Clifton Drive.

DETAILS OF PROPOSAL

The proposal is to refurbish and extend the existing properties to create 86 flats in the form of an L shaped block which would rise from its eastern and southern sides to create a focal point at the junction of New South Promenade and Harrow Place. There would be 17 x one bed flats, 64 x two bed flats , 4 x 3 bed flats and 1 x 4 bed flat and the distribution of the flats would be as follows -

ground floor -20
first floor - 16
second floor - 17
third floor - 16
fourth floor - 16
fifth floor -1

The building would have a frontage of 34 metres to New South Promenade and 61 metres to Harrow Place. The building would have a staggered frontage to New South Promenade of between 4 to 10 metres. It would be set in front of 10 Harrow Place at ground floor level and less so on the upper floors. It would step up from the existing Crescent height of 12 metres to 18 metres at the corner and step down in an easterly direction to 16 metres adjacent the rear alley which runs between Harrow Place and Cardigan Place (for comparison the hotel proposal for part of the Crescent to the north of the Solaris Centre would be 14.6 metres high and the scheme refused at the May meeting of the Planning Committee would have had a height of between 16 metres and 19 metres). The building has been designed to produce stepped elevations to New South Promenade and Harrow Place to reflect the transition between the proposal and the existing Crescent to the south and residential properties to the east and allow for a focal point at the junction of New South Promenade and Harrow Place. Some car parking spaces would be provided on the New South Promenade frontage of the site and 16 spaces to the rear. Harrow Place would be re modelled to become a one way road with dedicated parking bays for 65 cars either side of the road. The junction of Harrow Place and New South Promenade would also be re configured. With the off street and on street car parking there would be in the region of 88 spaces for the 86 flats (the final figure will be reported in the update note). Cycle parking and bin storage would be provided to the rear of the flats.

The building would have 2 entrances from New South Promenade and would have 4 entrances from Harrow Place. The building has been designed to have a strong base, a middle and a top but would also have strong vertical features to help break up the elongated nature of the building and pick up on the fact that the existing crescent comprises a series of frontages. The top would be a mansard style to reflect the mansard roof on the existing crescent. The building would step up from the east and the south to create a strong corner feature. The elevations would be granite faced at ground floor level with render above and topped with an artificial slate to the mansard. The windows and doors would be grey and balconies would be simple glazing. A low rendered wall and planting would be provided on the frontage to the site.

The application is accompanied by a Design and Access Statement, Planning Statement, Bat Survey and Viability Assessment.

MAIN PLANNING ISSUES

The key issues relate to the principle of the development in terms of the design policies - LQ1, LQ2, LQ3 and LQ4 of the Local Plan (and CS7 of the Core Strategy) the amenity policy - BH3; and the accessibility policies - AS1 and AS2.

Key specific issues relate to:

- principle of the proposal
- nature of the accommodation
- scale and impact on residential amenity
- traffic/transportation issues

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

CONSULTATIONS

Head of Highways and Traffic Management: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

United Utilities: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Blackpool International Airport: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Electricity North West Ltd: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Waste Services Manager: No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the update note.

Police Architectural Liaison Officer (ALO): -This application is a resubmission for an apartment scheme at New South Promenade and Harrow Place, Blackpool. The resubmitted scheme is for a reduced number of apartments to 87. I provided security recommendations for the previous scheme in April 2016. I have reassessed the recorded crimes and incidents in this policing incident location during the period 28 July 2015 to 28 July 2016. During this time period there have been a number of crimes committed in this area, including burglary, assault and criminal damage. Burglaries have occurred at both domestic and commercial premises, this highlights the importance of ensuring access is controlled into the apartment block. In order to prevent the opportunity for criminal activity at the proposed apartment scheme and to reduce demand on local policing resources I make the following security recommendations:-

Security Recommendations

Secured By Design - The scheme should be developed to Secured By Design security standards. Secured By Design is a police approved initiative that designs out the opportunity for crime at new commercial and domestic dwellings by incorporating security measures such as CCTV, intruder alarm systems and good external lighting. Further details can be found at www.securdebydesign.com or from the above office.

Physical Security - The physical security of the building and access control arrangements are crucial to prevent criminal activity. Crime in blocks of apartments is often generated by offenders gaining unauthorised entry into areas by methods such as human tailgating. All doors and windows should be tested and certificated to enhanced security standards, PAS 24/2012. Each individual apartment door set e.g. all 87 should be PAS 24/2012 fire doors fitted with a door viewer and a security bar/chain. All ground floor doors and windows should incorporate laminated glazing and windows should be fitted with restrictors.

Access Control - The main entrance to the apartments should be a door of enhanced security such as LPS 1175 or PAS 24/2012 fitted with access control arrangements for residents only. There are various types of systems such as key fob/keypad/swipe card with anti-vandal proof readers for external use e.g. the entrance for the residents. Each individual apartment should be fitted with a 13 amp non switched fused spur suitable for an intruder alarm system should residents wish to have one installed.

CCTV - The scheme should be afforded formal surveillance with a comprehensive infrared CCTV system. Coverage of the entrance lobby and stairwells is recommended as well as the car park. The car park will be used by both residents and members of the public therefore it is strongly recommended that it is well lit and covered by CCTV. The recorded images must be of evidential quality suitable for prosecution giving a clear image of suspects. The lighting system should complement the CCTV system. All external entrances including emergency exits should be illuminated with a dusk till dawn light unit as well as the car parking area and bin store.

Landscaping - Plans show a variety of planting and shrubbery proposed for the scheme in various locations. All landscaping should be kept to a low level e.g. below 1 meter high so that it does not create areas of concealment for offenders or restrict natural surveillance opportunities, particularly of ground floor windows. Further security advice can be obtained from the above office.

PUBLICITY AND REPRESENTATIONS

Press notice published: 4 August 2016

Site notice displayed: 27 July 2016

Neighbours notified: 27 July 2016

Mr B Watmough 87 CLIFTON DRIVE, BLACKPOOL, FY4 1PH (Objects)

There is certain to be an impact on this residential area and there will be a noise issue if there are to be 87 families moving into the area. The area will change because long term this will just become yet another very big HMO. With drunks sat outside waving to visitors as they pass on their way into town on their coaches, with regard to safety it will be an accident waiting to happen the way that cars speed round Crichton Place. We all know that it is not possible to park this amount of cars in the surrounding area, without creating more noise and disturbance and some of these families will have people visiting, and they will want to park nearby. If this goes ahead I will expect a rate reduction as it will no longer be residential and property values will fall.

As discussions have been taking place with local residents limited comments have been received at the time of writing this report and any comments received will be reported in the update note

NATIONAL PLANNING POLICY FRAMEWORK

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

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the National Planning Policy Framework 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 National Planning Policy Framework 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 National Planning Policy Framework.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by the Council at the meeting of full Council 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

CS 14 - Affordable housing

None of these policies conflict with or outweigh the provisions of the saved Local Plan Policies listed below.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

Policy 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 HN5 - Conversions and sub divisions

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.

New Homes from Old Places Supplementary Planning Document (and Technical Housing Standards - nationally described space standard).

Holiday Accommodation Supplementary Planning Document.

ASSESSMENT

Principle of the proposal- Although the properties are within a Resort Neighbourhood, the extent of which is identified on the Proposals Map to the 2006 Blackpool Local Plan, they are not within a Main Holiday Accommodation Area, which are identified in the Holiday Accommodation Supplementary Planning Document. The properties have been vacant for some time and as they were previously care homes there is no fundamental objection to them being replaced by residential development. Indeed Policy CS2 of the Blackpool Local Plan: Part 1 - Core Strategy recognises that part of the Council's future housing requirement will come from residential schemes on the seafront which provide a high quality residential offer. Given this is a brownfield site in a sustainable location the principle of residential development is acceptable and would be consistent with Policies CS1 and CS2 of the Blackpool Local Plan Part 1 : Core Strategy.

Nature of the accommodation - There would be 17 one bed flats, 64 two bed flats, 4 three bed flats and 1 four bed flat. In terms of Policy CS13 of the Blackpool Local Plan Part 1 : Core Strategy 80% of the flats would comprise 2 or more bedrooms (the requirement in the policy is 70%). The vast majority of the flats would meet the minimum floorspace standards set out in the Technical Housing Standards - nationally described space standard and in most cases would surpass those minimum requirements. On each floor approximately 69% of the flats would face either New South Promenade or Harrow Place. The flats facing Harrow Place and New South Promenade would contain picture windows to maximise the views and a number of properties would have balconies. There would be a small courtyard to the rear with bin storage, cycle storage and some car parking

Scale and impact on residential amenity - Members will recall that comparisons were made between the Palm Beach hotel site proposal and the Waldorf, Kimberley, Henderson hotels site proposal (99 flats) at a previous meeting of the Planning Committee and the details are reproduced here for members information –

Palm Beach hotel site proposal - the overall height would be 14.6 metres (4 storeys in height). It would be 11 metres from the rear boundary of the properties fronting Clifton Drive.

Waldorf, Kimberley, Henderson hotels site proposal (99 flats) - the bulk of the height fronting New South Promenade would be 16 metres but it would rise to 19 metres at the corner of New South Promenade and Wimbourne Place (6-7 storeys in height). There would be two rear wings to the building - one stepping down to 8 metres in height where it would be 6 metres from the rear boundary of the properties fronting Clifton Drive and the other stepping down to 12.5 metres where it would be 16 metres from the rear boundary of the properties fronting Clifton Drive. (a re-submitted application for this site has recently been received)

In this case at its southern end (New South Promenade frontage) the building would be 16 metres high (the remainder of the Crescent to the south is 12 metres high). Moving northwards it would remain at between 15 and 16 metres in height, then would step up to 18 metres in the form of the corner feature. At its eastern end (Harrow Place frontage) it would be 16 metres high and then would be between 15 and 16 metres in height and would culminate at 18 metres in the form of the corner feature. In terms of the relationship with the properties in Harrow Place and Clifton Drive it would be 16 metres in height within 6 metres of the rear boundary of the properties. The corner feature would be some 57.5 metres away from these properties. This stepping up of the building would assist in minimising the impact on the amenities of the residents whilst allowing for the creation of a feature at the corner of Harrow Place and New South Promenade. It would also assist in terms of the transition between the building and the remainder of the Crescent. This approach was employed in relation to the two proposals for the northern end and southern end of the Crescent to the north of Solaris, although in those cases the stepping up was to 11 storeys in height (09/0616 and 09/0617 refer)

The building would also step out in terms of the existing Crescent frontage and in relation to no 10 Harrow Place. In the case of the former it would project in four sections including the corner feature. This would give the building some vertical emphasis and replicate the vertical breaks in the existing Crescent. On the Harrow Place frontage the building would project at ground floor level and to a lesser extent on the upper floors (there would also be some further stepping out of the frontage as the building moves away from no 10 Harrow Place)

Policy LQ2 of the Blackpool Local Plan requires new development to be considered in relation to the character and setting of the surrounding area. The application site is part of an inter war crescent of some 4 storeys in height including the roofspace. To the east of the site is more modern detached housing. The block (New South Promenade/Harrow Place/ Clifton Drive and Abercorn Place) within which the application site sits has two differing characters. The application is seeking to respond to the Crescent character in terms of having a strong base, a middle and a top. It is a modern design which is paying homage to some elements of the Crescent - vertical breaks, mansard style roof, rendered finish and which seeks to address the transition with the remainder of the Crescent by stepping up the building and stepping the building out to give a strong feature on the corner of New South Promenade and Harrow Place. It would not slavishly adhere to the Crescent but instead it seeks to make a bold statement at the northern end of the Crescent consistent with part (B) (ii) of the policy. Policy LQ4 of the Blackpool Local Plan seeks to lift the quality of new building design. In this case the building would fulfil the requirements of part (B) in tapering down to neighbouring buildings. It would create a landmark building on a prominent corner with extensive views from all directions given the extent of the Promenade to the west and the single storey Solaris building on the site to the north. It would achieve the requirement for larger scale and height

buildings on the Promenade whilst seeking to provide an acceptable transition with the Crescent and properties to the east. It would meet the criteria in part (C) in having a defined base, middle and top and the facades would include extensive profiling to break up the mass of the building and reflect the vertical characteristics of the Crescent. Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy echoes a number of these considerations.

The eastern elevation of the building would contain some 24 windows (the previously withdrawn scheme would have had 42 windows) and the side elevation of 10 Harrow Place does contain one window and there would be the potential for overlooking garden areas. 102-106 Clifton Drive do have windows on the rear elevation and rear garden areas which could be overlooked. The proposed windows in the eastern elevation of the building (above ground floor level - 16 in total) would have obscure glazing to the bottom half of the windows and have the top half clear glazed. This would reduce the potential for overlooking without adversely affecting the amenity of the occupiers of the proposed flats. In a similar vein the eastern side of the proposed balconies on the Harrow Place elevation would be fitted with glazed privacy screens. In this way the proposal would not compromise Policy BH3 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy

The southern elevation of the building would have projecting and recessed elements which would limit the potential for overlooking. In addition there would be fewer windows and any views from these windows would be from an oblique angle.

The building would be due west of 10 Harrow Place and 102-106 Clifton Drive and to the north of other properties in Clifton Drive. As such it would provide some shading of the gardens from the afternoon onwards but this happens to some extent at the present given the height and length of the existing building adjacent the rear alley.

It is acknowledged that the building would project in front of 10 Harrow Place but as mentioned above the character of the block bounded by Harrow Place, Clifton Drive, Abercorn Place and New South Promenade has two different characters. The western part is defined by the north and south Crescents which 4 storey buildings whereas the eastern part is detached houses. This proposal relates to the western part and is seeking to regenerate the site. The forward projections of the proposed building at ground floor and upper floor levels would only be visible at an oblique angle from the main windows in no 10 Harrow Place and are therefore considered acceptable (there is one window in the western gable of no 10 Harrow Place which would be affected but the projections are not as great as previously proposed).

Traffic/transportation issues - The scheme would provide car parking on a one space per flat basis and it has to be recognised that the site is located opposite the tram services and close to bus services on New South Promenade and Harrowside and within walking distance of the train stations at Squires Gate and Blackpool Pleasure Beach. On this basis it is considered that the level of car parking proposed is acceptable. Given the configuration of the site it is not possible to secure more off street car parking at the rear of the proposed development. The re-configuration of Harrow Place is considered acceptable although it is acknowledged that the cars using the 65 car parking spaces would have to turn either left or right onto the Promenade (they could not use Clifton Drive as a means of exit).

Other Issues - The proposal would generate the requirement for a commuted sum of £58,308 (17 x £516/64 x £688/4x £1032/ 1x£1376) towards the provision/upgrading of off-site public open space. The applicant has agreed to pay this and its provision would be secured by a condition. The applicant has submitted viability information with regard to the issue of a

prospective affordable housing contribution, given that Policy CS14 of the Blackpool Local Plan Part 1 : Core Strategy would ordinarily require 30% of the 86 flats to be affordable (26 in this case) and it demonstrates that the scheme cannot support such a requirement. The appraisal has been checked in respect of anticipated sales values, build costs, professional fees, finance costs, land values, profit expectation and has been found to be realistic in terms of its assumptions. The Bat Survey submitted with the application has not indicated the presence of any bats in the buildings

CONCLUSION

This proposal is seeking to regenerate some disused care homes within a bold modern building which pays homage to the Crescent to which it would be attached. At the same time it seeks to respect the setting of the building by stepping down from a focal point on the corner to the Crescent to the south and houses to the east. It is seeking to respond to the design criteria set out in Policies LQ2 and LQ4 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy by creating a landmark building on this prominent Promenade frontage. The proposal would also seek to balance this regeneration with protection of the amenities of the residents to the east of the site consistent with the aims of Policy BH3 of the Blackpool Local Plan and Policy CS7 of the Blackpool Local Plan Part 1 : Core Strategy. Given the shape layout of the application site it is not possible to provide a significant level of off street car parking on the site (16 spaces) and hence the applicants have approached the Council to re-configure Harrow Place to maximise the number of parking bays which could be created on the proposed one way street and to introduce more parking on the New South Promenade frontage of the site. This would mean that there would be in the region of 88 car parking spaces for the 86 flats. Discussions are taking place about the precise number and how this will be managed and controlled and officers will report further on this in the update note. The site is opposite the tram line and has the no1 bus service running down the Promenade with other bus services on Harrowside not too far distant. It is felt that the regeneration benefits of the proposal outweigh the disadvantages of not providing more than one car parking space per flat. The applicant has sought to demonstrate that the viability of the proposal would not support an affordable housing contribution but the proposal would fund off site open space improvement provision. On this basis the proposal is considered acceptable. As the publicity period does not end until 25 August 2016 if members are minded to approve the application it is recommended that the issuing of the decision is delegated to your Head of Development Management subject to no new representations being received as a result of publicising the application. The officer's recommendation is for approval of the application subject to conditions and subject to agreement being reached on the on street car parking.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

Public open space contribution of £58,308 required and to be secured by condition

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 other. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

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

BACKGROUND PAPERS

Planning Application File(s) 16/0421 which can be accessed via the link below:

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

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

Conditions and Reasons

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

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

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 8 July 2016 including the following plans:

Location Plan stamped as received on 08 July 2016

Drawings numbered

PL_012 Rev A- Proposed Site Plan
PL_013 Rev A - Ground Floor Plan
PL_014 Rev A- First Floor Plan
PL_015 Rev A- Second Floor Plan
PL_016 Rev A- Third Floor Plan
PL_017 Rev A- Fourth Floor Plan
PL_018 Rev A- Fifth Floor Plan
PL_019 Rev A- Roof Plan

PL_020 Rev A- Harrow Place Elevation
PL_021 Rev A- South Promenade Elevation
PL_023 Rev A- Section A-A
PL_022 - Section B-B
PL_027

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 commencement of the development 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 CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policy LQ4 of the Blackpool Local Plan 2001-2016.

4. Prior to the commencement of the development 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 CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policy LQ1 of the Blackpool Local Plan 2001-2016

5. The roof of the building (other than where the approved plan shows a roof terrace) 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 CS7 of the Blackpool Local Plan Part 1: Core Strategy and 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 £58,308 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 Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy and 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 Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy and 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 CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policy AS1 of the Blackpool Local Plan 2001-2016.

10. 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 Policy CS7

of the Blackpool Local Plan Part 1: Core Strategy and Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

11. 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 CS12 and 13 of the Blackpool Local Plan Part 1: Core Strategy and Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

12. Before any of the approved flats are first occupied details of the boundary treatment to New South Promenade, Harrow Place and the back alley between Harrow Place and Cardigan Place 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 CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policy LQ1 of the Blackpool Local Plan 2001-2016.

13. 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.

14. 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

15. Part of each of the windows in the eastern elevation of the building facing the rear boundaries of properties fronting Clifton Drive shall be at all times obscure glazed and fixed permanently closed in accordance with the details shown on the approved plans.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016.

16. 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 CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policy LQ4 of the Blackpool Local Plan 2001-2016.

17. Before the development is commenced a lighting/security scheme for the car parking area/ bin storage area/cycle storage area and courtyard 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.

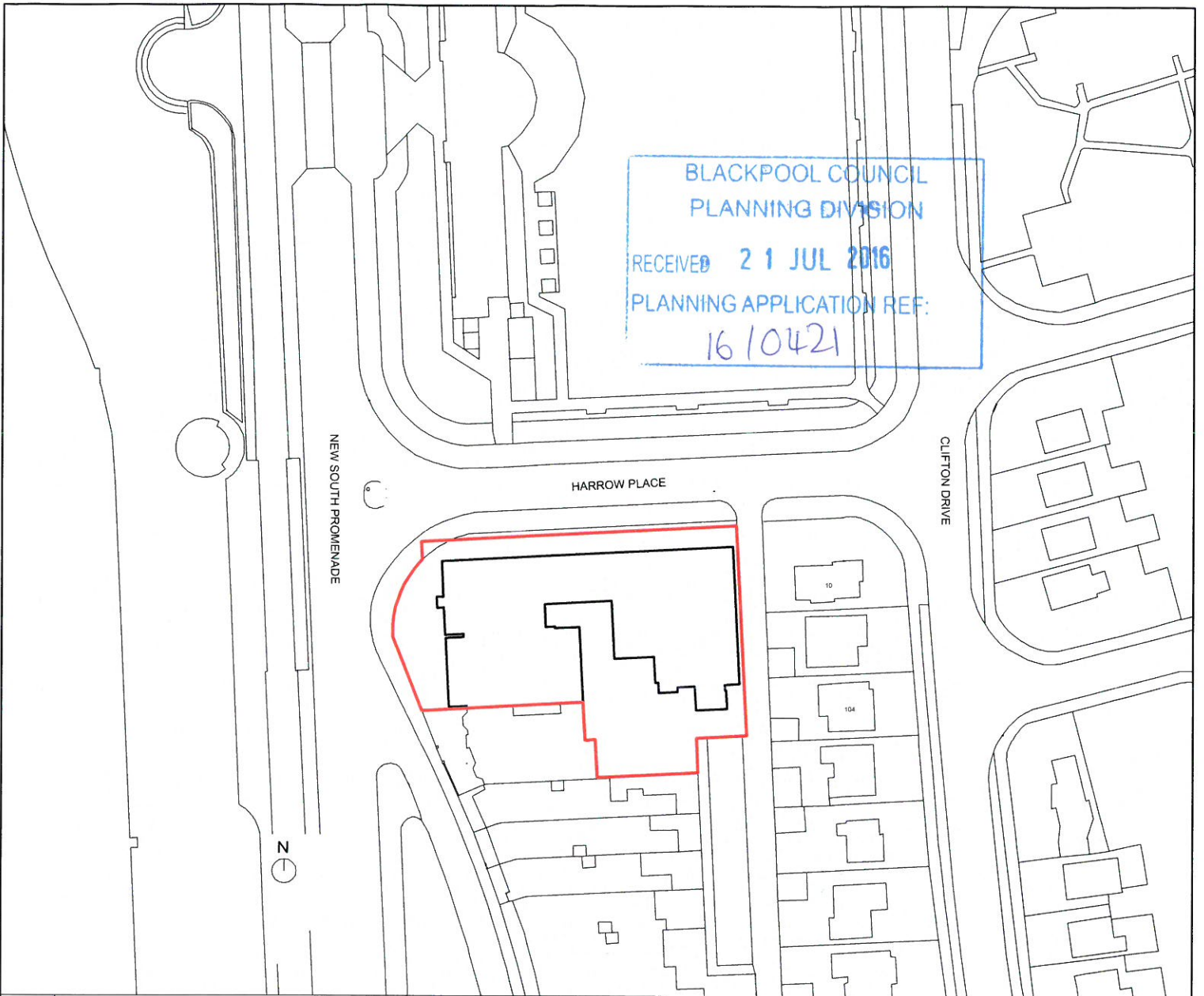
Reason: To safeguard the living conditions of the occupants of the flats and the occupiers of neighbouring premises, in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy and Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016.

18. The two balconies at the eastern end of the proposed development serving first floor and second floor flats adjacent the boundary with the rear alley shall be fitted with privacy screens the details of which shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The screens shall then be provided as part of the development and shall thereafter be retained.

Reason: To safeguard the living conditions of the occupants of the neighbouring premises, in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy and 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.
2. The grant of planning permission will require the developer to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Built Environment Department, Layton Depot, Depot Road, Blackpool, FY3 7HW (Tel 01253 477477) in the first instance to ascertain the details of such an agreement and the information provided.



A	- Initial issue.	19/07/16	JPB
\	- Initial issue.	06/07/16	JB/NW
Rev.	Amendment	Date	By/Chk

Project
 647 – 651 New South Promenade & 2 – 8 Harrow Place,
 Blackpool,
 Lancashire,
 FY4 1RP.

Client
 Harrow House Construction Ltd.

Drawing Title
 Site Location Plan

Status
PLANNING

Scale
 1:1250 @ A4

Drawn By
JPB

Date
06/07/2016

Drawing Number
JBA240-PL-001

Revision
 /

AMENDED PLAN

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