

Blackpool Council

31 January 2020

To: Councillors Baker, D Coleman, Hobson, Hugo, O'Hara, Owen, Robertson BEM, Stansfield and L Williams

The above members are requested to attend the:

PLANNING COMMITTEE

Tuesday, 11 February 2020 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 either

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

and

(2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Head of Democratic Governance in advance of the meeting.

2 MINUTES OF THE MEETING HELD ON 22 JANUARY 2020 (Pages 1 - 6)

To agree the minutes of the last meeting held on 22 January 2020 as a true and correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED (Pages 7 - 10)

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

4 PLANNING APPLICATION 19/0477 - LAND TO REAR OF 1-7 WREN GROVE AND 23-25 ROYAL BANK ROAD, BLACKPOOL (Pages 11 - 34)

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

5 PLANNING APPLICATION 19 0781 - LAND AT NEW HALL AVENUE, BLACKPOOL (Pages 35 - 46)

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

6 PLANNING APPLICATION 19 0619 - SITE OF 83 POWELL AVENUE AND LAND TO THE REAR OF 91-103 POWELL AVENUE (Pages 47 - 62)

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

7 DATE OF NEXT MEETING

To note the date of the next meeting as Tuesday 3 March 2020.

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 Governance 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 Owen (in the Chair)

Councillors

Baker

Critchley

Hugo

Robertson BEM

G Coleman

Hobson

O'Hara

Walsh

In Attendance:

Mr Ian Curtis, Legal Officer

Mrs Bernadette Jarvis, Senior Democratic Governance Adviser

Ms Susan Parker Head of Development Management

Mr Latif Patel, Network Planning and Projects Manager

Also Present

Councillor Stansfield

1 DECLARATIONS OF INTEREST

There were no declarations of interest on this occasion.

2 MINUTES OF THE MEETING HELD ON 5 NOVEMBER 2019

The Committee considered the minutes of the last meeting held on 5 November 2019.

Resolved:

That the minutes of the meeting held on 5 November 2019 be approved and signed by the Chairman as a correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

The Planning Committee received a report on the planning appeals lodged and determined since the last meeting.

The report stated that an appeal had been lodged by Ms Diane Hutchinson against the refusal of planning permission for the erection of a single-storey side extension at 39 Melbourne Avenue, Blackpool.

The report also confirmed that an appeal against the Council's decision to refuse planning permission for the erection of a dwellinghouse on land between Longfield and No. 21 Robins Lane, Blackpool had been dismissed by the Planning Inspectorate.

A further appeal against the Council's decision to refuse planning permission for the retention of a log-flume ride at South Pier, Promenade, Blackpool had also been

MINUTES OF PLANNING COMMITTEE MEETING - WEDNESDAY, 22 JANUARY 2020

dismissed by the Planning Inspectorate.

Resolved: To note the report.

4 PLANNING ENFORCEMENT UPDATE REPORT - OCTOBER 2019

The Committee considered the summary of planning enforcement activity within Blackpool during October 2019.

The report stated that 52 new cases had been registered for investigation, four cases had been resolved by negotiation without recourse to formal action and 28 cases had been closed as there had either been no breach of planning control found, no action was appropriate or it had not been considered expedient to take action.

The report also stated that one Enforcement Notice had been served in October 2019.

The report also provided comparative information for the same period last year.

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

5 PLANNING ENFORCEMENT UPDATE REPORT - NOVEMBER 2019

The Committee considered the summary of planning enforcement activity within Blackpool during November 2019.

The report stated that 29 new cases had been registered for investigation, 19 cases had been resolved by negotiation without recourse to formal action and 62 cases had been closed as there had either been no breach of planning control found, no action was appropriate or it had not been considered expedient to take action.

The report also provided comparative information for the same period last year.

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

6 PLANNING ENFORCEMENT UPDATE REPORT - DECEMBER 2019

The Committee considered the summary of planning enforcement activity within Blackpool during December 2019.

The report stated that 16 new cases had been registered for investigation, 16 cases had been resolved by negotiation without recourse to formal action and 50 cases had been closed as there had either been no breach of planning control found, no action was appropriate or it had not been considered expedient to take action.

The report also provided comparative information for the same period last year.

Resolved: To note the outcome of the cases set out in the report and to support the

actions of the Service Manager, Public Protection Department.

7 PLANNING APPLICATIONS AND APPEALS PERFORMANCE

The Committee considered an update report on the Council's performance against Government targets for the third quarter of the 2019/2020 financial year.

The report stated that for the quarter October – December 2019, the Council's performance in terms of speed was 88% of major applications determined within 13 weeks or an agreed Extension of Time against a target of 60% and 88% of non-major applications determined within 8 weeks or an agreed Extension of Time against a target of 70%.

Resolved: To note the report.

8 PLANNING APPLICATION 19/0588 - LAND TO REAR OF 1-7 BROAD OAK LANE, BLACKPOOL, FY3 0BZ

The Committee considered planning application 19/0588 requesting permission for the erection of three detached bungalows with associated access road.

Miss Parker, Head of Development Management, provided the Committee with an overview of the application and presented an aerial view of the site and the proposed site layout and location plans. She advised that the site was located in a designated area of countryside and outlined the broad principles of Policy NE2 of the Local Plan that sought to direct development to brownfield sites to safeguard the character of the countryside. She referred to the officer's recommendation to refuse the application as it represented inappropriate development in the countryside and referred to the technological information received raising highway safety, drainage and flood risk concerns. Ms Parker reported on a further objection received from Natural England that could potentially be overcome but it had not been considered reasonable to request further work to be undertaken in view of the current recommendation for refusal. This also applied to the potential to redesign the property closest to the road to address visual impact.

Councillor Singleton, Fylde Borough Councillor for Staining and Weeton Villages, spoke in objection to the application. His main concerns related to flooding in the area and its impact on local residents, the location of the proposed development within open countryside and his view that the proposed development would join Staining to Blackpool. Councillor Angel, Staining Parish Council, also spoke in objection to the application highlighting the rural setting and character of the area and his view of the impact on local residents from the proposed development in terms of noise and disturbance and loss of light and privacy. Mrs Knowles, local resident, also spoke in objection to the application highlighting the detrimental impact she had experienced personally from flooding. Mr Titford, local resident, spoke against the application highlighting the need to preserve the biodiverse character of the area and his view of the detrimental impact of the proposed development on local habitat. Mr Monks, local resident, spoke in objection to the application advising on his recent move into the area and questioned the health and safety of building more properties when in his view the current drainage capacity was insufficient for the existing properties.

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Miss Parker, Head of Development Management, advised the Committee of e-mail correspondence she had received from highways and drainage officers since publication of the Update Note stating that further research had indicated that a potential solution may be available to overcome the objections regarding flooding. However, she highlighted that this potential solution had not been investigated and was not included in the application currently before Committee. She reminded Members that the concerns regarding the impact on the character of the area and highway safety remained unchanged.

Mr Beardmore, applicant, spoke in support of the application. He highlighted other developments in the countryside area which represented a departure from policy. He referred to a shortfall in housing provision and the benefit of the proposed development in terms of providing quality housing and enabling local residents to downsize into bungalows, improvements to a derelict area of land and positive impact of the proposed development on the community of Staining. He also disputed the objections raised and did not consider that the proposed development would be responsible for flooding in the area.

Councillor Stansfield, Ward Councillor, referred to the applicant's previous applications for the site and his efforts to address all the issues raised. He disputed the issue raised regarding access to the site and questioned the objection from United Utilities to the proposed development in view of the fact that it had raised no objection to a previous application that had proposed a greater number of properties. He advised on his view of the benefits of the proposed development and highlighted the significant area of countryside that would still be available following the development.

Miss Parker, Head of Development Management, reminded the Committee that whilst other applications had been granted for housing developments in the countryside area, they were not comparable in terms of the size and benefits gained. She also reminded the Committee that the Council was now able to demonstrate its ability to meet its five year housing supply requirement and referred to the inaccessibility of the site in terms of local facilities and transport.

Responding to a question from the Committee regarding access to the site, Mr Patel, Network Planning and Projects Manager, reported on the recommended highway standards for the site indicating that whilst the proposed development would not be required to meet these standards, because the road would be unadopted, it was recommended that they should be followed.

The Committee considered the application and noted the United Utilities' concerns regarding the drainage scheme.

Resolved: To refuse the application for the reasons outlined in the decision notice which can be accessed via the link below:

<https://idoxpa.blackpool.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal= BLCKP DCAPR 63457>

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

NOTE: MOTION MOVED, SECONDED, VOTED UPON AND LOST

During consideration of this item the following motion was moved, seconded, voted upon and lost:

‘That the application be approved.’

9 PLANNING APPLICATION 19 0720 - 8 NORBRECK ROAD, BLACKPOOL

The Committee considered 19/0720 requesting permission for the erection of a four/ five and six storey block 34 self-contained apartments including refuse store, cycle store, landscaping and vehicular access from Norbreck Road with car parking for 30 vehicles to the rear. (Resubmission planning application 19/0382).

Miss Parker, Head of Development Management, provided the Committee with an overview of the application and presented aerial and street views of the site, the proposed site layout and location plans and visual images of the proposed development. She reported on the potential for the development to bring back into use a derelict area of land and the significant amendments made by the applicant in response to officer's concerns since initial submission of the application. Ms Parker advised that the level of parking provision was below the maximum requirements for the scale of the development, however, in her view this was considered acceptable given its accessible location. She also acknowledged that the housing mix fell short of the standard requirement as defined in Core Strategy Policy CS13, but considered that this was outweighed by the benefits of the proposed development. Ms Parker referred Members to the information in the Update Note that detailed the agent's agreement to pay contributions to public open space and off-site highway works. The Update Note also stated that based on a viability assessment it had been accepted that contributions towards education or affordable housing could not be made if the scheme was to remain viable. She also referred to the relatively recent requirement for financial contribution towards local healthcare and the expectation that this would also be financially unviable for the proposed development. Ms Parker summarised by reporting on her view of the benefits of the proposed development in terms of its design, its lack of unacceptable detrimental impact on the amenity of the residents of nearby properties and the opportunity to bring a vacant site back into use. On balance, in Ms Parker's view, the benefits of the proposed development outweighed the requirement for financial contributions towards housing and education and recommended the application for approval, subject to the proposed conditions being attached to the permission if granted.

Responding to questions from the Committee, Ms Parker explained the viability assessment calculations made on behalf of the applicant had been verified by officers who were satisfied that they accurately assessed the viability of financial contributions.

Mr Carter, Applicant's Agent, spoke in support of the application, and advised on the significant amendments made to the application by the applicant to ensure that it accorded with both local and national policies. He also highlighted the applicant's

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significant level of financial investment in the scheme and provided his view of the benefits of the proposed development for both the area and the town.

The Committee considered the application and commented positively on the design of the proposed development and the improvement it would bring to the area. It also noted the benefit of the proposed development in terms of local employment during construction.

Resolved: That the application be approved, subject to the conditions, and for the reasons outlined in the decision notice which can be accessed via the link below:

<https://idoxpa.blackpool.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal= BLCKP DCAPR 63590>

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

10 DATE OF NEXT MEETING

The Committee noted the date of the next meeting as Tuesday 11 February 2020.

Chairman

(The meeting ended 6.52 pm)

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

Report to:	PLANNING COMMITTEE
Relevant Officer:	Susan Parker, Head of Development Management
Date of Meeting:	11 February 2020

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 priorities are both 'The Economy: maximising growth and opportunity across Blackpool' and 'Communities: creating stronger communities and increasing resilience'.

5.0 Planning Appeals Lodged

- 5.1 None

5.2 Planning/Enforcement Appeals Determined

5.2.1 19/0331 2 Moss Way, Blackpool – Proposal for the erection of a single storey side extension.

5.2.2 Appeal Dismissed

5.2.3 The Inspector agreed that the main issue is the effect of the proposed development on the character and appearance of the area. She agreed that the single storey extension would be set back from the front elevation facing Moss Way and it would be subservient to the host property, however, while it would not extend to the footway, the proposal would protrude forward beyond the elevations of properties facing Lowfield Road. Consequently, by virtue of its size and siting, the proposal would be a prominent feature that would disrupt the consistency of the streetscene and would not accord with the Council's adopted Supplementary Planning Document.

She stated that irrespective of the use of materials to match the host property, the proposal would be an uncharacteristic form of development that would not relate well to its surroundings.

She concluded that the proposal would conflict with the development plan and there are no materials considerations that would outweigh that conflict, therefore the appeal should be dismissed.

5.2.4 The Planning Inspectorate decision letter can be viewed online at <https://idoxpa.blackpool.gov.uk/online-applications/>

5.2.5 19/0357 39 Melbourne Avenue, Blackpool – proposal for erection of single storey side extension.

5.2.6 Appeal allowed

5.2.7 The Inspector agreed the main issue is the effect of the proposal on the character and appearance of the area. He stated that the extension would be single storey and of a modest size. Although it would take up most of the side garden of the house, a gap of just 1 metre to the boundary would be retained. Given the limited scale of the extension and taking account of the existing character of the street in this location, the proposal would not result in a significant reduction in the sense of openness at the entrance to Canberra Close and would not undermine the spacious feel of the area. The Inspector concluded that the proposal would not cause harm to the character and appearance of the area and the appeal should succeed and planning permission be granted.

5.2.8 The Planning Inspectorate decision letter can be viewed online at <https://idoxpa.blackpool.gov.uk/online-applications/>

5.3 Does the information submitted include any exempt information? No

5.4 List of Appendices:

5.4.1 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

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COMMITTEE DATE: 11/02/20

Application Reference: 19/0477

WARD: Marton

DATE REGISTERED: 15/07/19

APPLICATION TYPE: Full Planning Permission

APPLICANT: Zell-am Group

PROPOSAL: Erection of three, two storey terraced houses with associated parking and landscaping and vehicular access from Wren Grove and Royal Bank Road.

LOCATION: LAND TO REAR OF 1-7 WREN GROVE AND 23-25 ROYAL BANK ROAD, BLACKPOOL, FY3 9PN

Summary of Recommendation: Grant Permission

CASE OFFICER

Miss. S. Parker

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with **Priority two of the Plan** - Communities: Creating stronger communities and increasing resilience in that it would replace a redundant industrial use within a residential area with residential accommodation that would help to meet the Borough's housing needs.

SUMMARY OF RECOMMENDATION

The loss of the existing, redundant industrial use is considered to be acceptable and its replacement with residential housing the most appropriate solution. The accommodation proposed would be of a satisfactory standard of design and amenity and would not have any unacceptable impacts upon surrounding neighbours or the highway network. As such, and as will be set out below, Members are respectfully recommended to grant planning permission for the proposal.

INTRODUCTION

This application was first brought before Members in October 2019 with a recommendation for approval. In that meeting Members expressed concern that the scheme represented over-development of the site. As a result, the Committee voted to defer the application to enable the applicant to consider the potential to amend the proposal. This was subsequently explained to the applicant's agent and it was recommended that a reduction in unit numbers from three to two could be viewed more favourably. However, the agent advised that the loss of a house would compromise the financial viability of the scheme. To evidence this a financial viability appraisal has been submitted and this has been considered

by one of the Council's surveyors. The appraisal includes two calculations based on residual land value and a more realistic land value which is half that of the residual. At the residual land value, a scheme for two units would make a loss. At the lower land value, a two-dwelling scheme would make a profit of around 9%. Development proposals are generally considered to be viable if they would generate a profit level of 15-20%. Below a 10% profit level banks generally will not lend money and so schemes must be self-funded or covered by other resources. On this basis, regardless of whether the residual land value or the 50% land value is used, a scheme for the development of two houses would not be financially viable.

This means that the proposal has not been amended since it was presented to Committee in October 2019. However, the officer recommendation is again for approval. This is because the existing, historic industrial use is considered to be undesirable in a residential area. It could be brought back into active use at any time along with the traffic generation, noise and activity that could be expected to accompany it. The applicant has demonstrated that the scheme cannot viably be amended to address the Committee's concerns. As set out in the report below, the development proposed is considered to be a more beneficial use of the site and is considered to be acceptable. On this basis and in this revised context, Members are again respectfully recommended to grant planning permission for the proposal.

SITE DESCRIPTION

The application relates to a back-land site that is currently occupied by a warehouse unit. There is an alleyway immediately to the south of the site that runs between Royal Bank Road and Wren Grove and behind the properties fronting Preston Old Road and the Boars Head Public House. This latter is a locally listed building. The site is surrounded by residential properties to the east, south and west and by industrial units to the north.

The site falls within the setting of a locally listed building and within flood zone 1. There are no ecological features on site but the existing building has the potential to support nesting birds or roosting bats. The site is not otherwise subject to any designations or constraints.

DETAILS OF PROPOSAL

The application seeks permission for the erection of a terrace of three, two-storey houses with associated parking and landscaping. Each property would offer a lounge, kitchen and WC at ground floor level. The end properties would provide three bedrooms and a bathroom whilst the central property would provide two bedrooms, a bathroom and a study at first floor level. A walkway would run along the back of the rear gardens to the properties to connect the gardens to the alleyway. Five off-street parking spaces would be provided to serve the development.

The application has been supported by a Bat Survey and Heritage Statement.

PLANNING HISTORY

07/0063 – outline planning permission granted for the erection of a two-storey building to provide four self-contained flats.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- the acceptability of the loss of the industrial use
- the impact of the proposal on residential amenity
- the suitability of the design of the scheme
- the adequacy of parking and access arrangements

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

CONSULTATIONS

Lancashire County Council Archaeology Service – the site is on the fringes of the settlement of Great Marton which was noted in the Domesday survey. Buried remains of medieval or earlier times may be present. As such, a scheme of investigation and a watching brief should be maintained. An appropriate condition is recommended.

Built Heritage Manager - the proposal would improve the setting of the locally listed Boar's Head Hotel and so no objection is raised. It would further enhance the setting if additional interest could be added to the south elevation, such as decorative barge boards.

Blackpool Civic Trust - no response received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the Update Note.

Local Highway Authority - the proposal appears to be workable although improved parking provision would be preferable. That said, it is comparable to that available in the general area. The practicality of the scheme depends upon the demands on the shared access. It is acknowledged that the gating of the alleyway has reduced nuisance but it would be logical to expect a removal of the gates to allow the alleyway to allow for the passage of traffic from the development. Traffic generation would be no greater than the previous use of the site or any alternatives. The scheme would not constrain the width of the access. As such, no objection is raised.

Lead Local Flood Authority - no response received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the Update Note.

Environmental Protection (land contamination) - no response received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the Update Note.

Environmental Protection (amenity) - no response received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the Update Note.

United Utilities - foul and surface water should be drained separately. Surface water should drain in the most sustainable manner in accordance with the established hierarchy. Any assets proposed for United Utilities adoption must be to United Utilities standards. The

developer should contact United Utilities at the earliest opportunity. The Lead Local Flood Authority or the Environment Agency should be consulted on discharge rates. The developer should contact United Utilities regarding the provision of a water supply. A public sewer crosses the site and a 6m access strip centred on the sewer must be maintained. Either the site layout must enable access or the sewer must be diverted at the developer's expense. Again early consultation with United Utilities is recommended. Levels of access and cover must be maintained. Deep rooted shrubs should not be planted near the sewer. If a sewer is discovered during construction, a Building Control body should be consulted.

PUBLICITY AND REPRESENTATIONS

Site notice displayed: 23/07/19

Neighbours notified: 18/07/19

A letter has been submitted by the occupants of No. 24 Preston Old Road. This letter also bears the supporting signatures of the residents of Nos. 18, 30 and 32 Preston Old Road and No. 23 Royal Bank Road. Further representations have also been made from Nos. 20, 22, 24, 28 and 38 (The Boars Head) Preston Old Road, No. 7 Wren Grove, and No. 280 Park Lane, Preesall. The representation from No. 24 claims to make comment on behalf of the occupant of No. 16.

These representations raise the following issues:

- over-use of the site
- would lead to over-crowding and excessive built density
- impact on the character of the area and residents' mental health
- impact on human rights
- loss of privacy
- increase in noise and disturbance
- noise, disturbance and damage during construction
- impact on highway safety including pedestrian safety
- increase in traffic
- existing lack of parking in the area
- limited on-street parking in the area
- insufficient parking proposed
- residents-only parking should be provided
- impact on existing access
- existing road surfaces poor
- area used for parking by commercial vehicles and shoppers from Whitegate Drive
- impact on security from opening up the rear alleyway
- alleyways should be retained
- potential for increased criminal and anti-social behaviour
- alleyway is in poor condition as it is unadopted
- impact on drainage
- increase in pollution
- loss of trees and wildlife
- impact on the continued business operations of the local public house
- site should be used for other purposes
- inadequate publicity and notices served late
- ownership issues

The Committee is respectfully reminded that land ownership issues and preference for alternative schemes cannot be taken into account as valid planning considerations. The application has been publicised in accordance with the statutory requirements. The serving of a 21-day notice on potentially affected land-owners is a responsibility of the applicant. In this case it is claimed that the notices were dated 19 July 2019 but were not received until 29 July 2019, and that this delayed postage has significantly impacted upon the notice period. However, as a period of substantially more than 21 days will have elapsed by the time a decision is made, no prejudice to any party is identified.

The other issues raised will be considered as part of the assessment set out below.

RELEVANT PLANNING POLICY/LEGISLATION

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was adopted in February 2019. It sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:

- 5 - Delivering a sufficient supply of homes
- 6 – Building a strong, competitive economy
- 8 - Promoting healthy and safe communities
- 11 - Making effective use of land
- 12 - Achieving well-designed places
- 15 – Conserving and enhancing the natural environment
- 16 – Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

The National Planning Practice Guidance (NPPG) expands upon and offers clarity on the points of policy set out in the NPPF.

Blackpool Local Plan Part 1: Core Strategy 2012-20

The Core Strategy (Part 1 2012-2027) was adopted in 2016 with policies from the former Local Plan (2001-2016) saved for continued use in the absence of an adopted Part 2. The following policies are most relevant:

- CS2 - Housing provision
- CS3 - Economic development and employment
- CS7 - Quality of design
- CS8 - Heritage
- CS12 - Sustainable neighbourhoods
- CS13 - Housing density, mix and standards
- CS14 - Affordable housing

Local Plan 2001-2016

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is produced. The following policies are most relevant to this application:

- LQ1 - Lifting the quality of design
- LQ2 - Site context
- LQ4 - Building design
- BH3 - Residential and visitor amenity
- DE4 - Outside the defined industrial/business estates
- AS1 - Access, parking and highway safety

Emerging Blackpool Local Plan Part 2: Proposed Site Allocations and Development Management Policies

The Blackpool Local Plan Part 2 has been subject to an informal consultation exercise and will be subject to formal consultation later this year. At this point in time limited weight can be attached to the proposed policies but the following are most relevant:

- DM1 - Housing development in residential gardens, infill and backland sites
- DM5 - Design requirements for new build housing development
- DM20 - Landscaping
- DM21 - Public health and safety
- DM28 - Locally listed buildings and other non-designated heritage assets
- DM29 - Archaeology
- DM33 - Biodiversity
- DM39 - Transport requirements for new development

ASSESSMENT

Principle

Outline planning permission was granted in 2007 for the demolition of the existing industrial building and the erection of a block to provide four self-contained flats. Although this permission has lapsed, there have been no substantive changes in circumstance since that would preclude residential development. As such, this previous decision establishes some precedent. Policy DE4 of the Local Plan is supportive of the loss of employment uses outside of the designated estates where this would deliver environmental and amenity benefits. In this case the industrial unit has been vacant for a number of years but was last used as a warehouse. Given the proximity of residential accommodation, this use is not considered to be acceptable in this location. As such, the loss of this use to provide residential accommodation more appropriate to the character of the area is considered to be acceptable in principle.

Concerns have been raised by local residents that the development proposed would represent an over-development of the site harmful to the character of the area. It should be noted that, whereas the 2007 permission approved development of four self-contained

flats, this proposal is for three terraced houses which represents a reduction in unit numbers albeit that larger units would be provided. The surrounding housing is predominantly terraced with semi-detached properties fronting Royal Bank Road. As such, the provision of a small terrace on this site is considered to be appropriate to the character of the area. The issue of over-development will be considered below under the assessment of amenity impact.

The scheme would provide three new housing units that would make a modest contribution towards the Borough's housing requirement. However, as current indications are that the Council can identify a five-year supply of housing land, this carries limited weight in the planning balance.

In terms of housing mix, the application proposes three terraced houses, two of which would offer three bedrooms with the third offering two bedrooms. Policy CS13 of the Core Strategy relates to housing mix, density and standards. This policy does not specify a housing mix for sites of this size but does expect all schemes to make efficient use of land. Given the nature of existing housing in the area, the type of housing and the mix proposed is considered to be acceptable in this location.

Planning Obligations

Policy CS14 of the Core Strategy expects developments for between 3 and 14 units to make a financial contribution towards affordable housing provision within the Borough. However, the policy states that the level of contribution will be identified in a Supplementary Planning Document. As no such document has yet been produced and adopted, the Council is unable to secure contributions towards affordable housing at the present time.

The scheme would not be of a scale to generate a contribution towards local education provision.

At present there is no mechanism in place for contributions towards local health care provision to be calculated or secured.

As the scheme proposes three new residential units but does not propose any public open space on site, a contribution towards the provision or improvement of off-site public open space would be required. The development proposed would generate a requirement for a contribution of £3,096. This would be secured by way of a condition attached to any permission granted.

Amenity

Concern has been raised that the scheme would represent over-development of the site. At present the Council does not have adopted floorspace standards for new-build accommodation. However, the properties proposed would all meet the standards intended for adoption under Part 2 of the Local Plan. Nevertheless, the rear gardens would be 6.8m in length at the narrowest point and 9.5m in length at the greatest. The Council typically requires rear gardens to measure at least 10.5m in length with a 21m separation between front/rear-and-front/rear elevations. The proposal would not achieve this. The separation distance between the rear elevations of the properties fronting Wren Grove and the front elevations of the houses proposed would be 17.5m at the closest point. The separation at

the closest point between the rear elevations of the proposed properties and the single-storey rear extension of No. 25 Royal Bank Road is 9.3m but otherwise the main elevations would sit between 12.7m and 16.3m away.

Notwithstanding the shortfalls detailed above, the terrace now proposed would sit on the same footprint as the flat block approved under permission reference 07/0063, and on a much reduced footprint than the existing industrial unit. It is recognised that a degree of compromise must often be made in respect of infill sites in order to secure efficient use of the land, and that reduced separation distances are common in older residential areas. It is also noted that the properties fronting Royal Bank Avenue would be set at a slight angle to the application properties. As the extensions to the properties on Royal Bank Avenue are single storey, it is not considered that this pinch point of separation would have an unacceptable impact on privacy. Overall, given the slight angle between the properties and the realities of the existing situation, the separation distances achieved are considered to be acceptable. It is not considered that greater separation could be easily achieved through a reconfigured layout and so some allowance must be made in order to support redevelopment of the site. As such and on balance, the scheme is not considered to represent over-development. Given the size, scale and position of the proposed terrace relative to the existing building, no greater impacts on levels of daylight and sunlight to the neighbouring properties would result. To prevent further development on the site that could compromise levels of residential amenity, it is recommended that a condition be attached to any permission granted to remove permitted development rights.

Each property would have sufficient outdoor amenity space to meet the needs of occupants. The gardens would be large enough to accommodate the storage of cycles if desired along with room for refuse storage and the drying of clothes. An access pathway is proposed to the rear to enable the middle and northern properties to present their bins in the alleyway for collection.

It is appreciated that local residents consider that nuisance from patrons of the Boars Head Public House has diminished following the installation of alley gates. However, the retention of gates would make vehicle manoeuvres within the site more difficult and it would be inappropriate for new dwellings to be behind and accessed through alley gates. The new dwellings would provide some additional natural surveillance to off-set the loss of the alley gates.

Given the long-established use of the property for warehousing, and the permitted development rights that would allow for a change to business use, the residential use of the site as proposed is considered to be far more suitable despite any shortfalls in separation distances. As such and on this basis, no unacceptable amenity impacts are anticipated. A construction management plan could be agreed through condition to prevent undue disturbance during construction.

Design and heritage impact

The scheme has been significantly amended since first submission to make it more in keeping with its surroundings. Previously the use of quions and various cladding materials was considered to be visually cluttered. The scheme has now been simplified such that the end houses would be faced in brick with the central, projecting house clad with render. This would effectively break up the mass of the building and both materials are evident in the

wider area. The central house would have a gable front to create a focal feature and provide some verticality. The end properties would have smaller gables to either end to provide visual interest. Stone headers and cills to the windows and canopies over the doors to match the smaller front gables would add further interest and coherence to the frontage. At the rear, mono-pitch canopies would be provided over the doors and the windows would again have stone headers and cills. Rainwater down-pipes would be used to visually separate the block into three properties. Details of materials could be secured through condition. Overall, the block is considered to be of a good standard of design appropriate to the local area.

Details of boundary treatments and landscaping can be agreed through condition.

The site falls within the setting of the Boars Head Public House which is a locally listed building. A basic heritage statement has been submitted with the application. The Council's Built Heritage Officer and the Blackpool Civic Trust have been consulted and no objections have been raised. It is noted that additional features of detail have been requested, but the scheme now proposed is nevertheless considered to be suitable in the context. It is considered that the development proposed would have a lesser impact upon the quality, character and appearance of the setting than the existing industrial unit, and that the design of the scheme is appropriate to the location. As such, no undue impact on heritage value is identified.

Access, Parking and Highway Safety

Access to the site would be from Preston Old Road via existing access points. Originally it was proposed that the existing rear alleyway would provide a through route meaning that traffic to and from the development would not have to manoeuvre unduly within the site. However, in response to concerns from local residents, the applicant's agent has agreed to leave the alley gate closest to Royal Bank Road in situ. The Council's Head of Highways and Transport Management has confirmed that this arrangement would be acceptable. Satisfactory levels of visibility could be achieved. The level of increased traffic that would be generated by the development would be insufficient to have a material impact on the capacity or function of the local highway network. The Head of Highways and Transport Management has not raised any objections over the acceptability of the access or highway safety.

Five parking spaces are proposed to serve the development. There is no opportunity for further provision. The Council's adopted parking standards would expect a maximum provision of up to six spaces. It is recognised that on-street parking in the area is limited and subject to significant pressure. It is also noted that the proximity of the Whitegate Drive local centre adds to this pressure. However, the site is in an accessible location within easy walking distance of a range of shops and services and the local transport network. The proposed provision could be allocated such that the three-bed houses would each have two spaces and the two-bed house would have a single space. On this basis and on balance, it is not considered that the Council could successfully resist the proposal on parking grounds.

Drainage and Flood Risk

The site falls within flood zone 1 and so there is no requirement for the applicant to provide a site-specific flood risk assessment or demonstrate compliance with the sequential or

exception tests. No undue flood risks are identified and, subject to appropriate surface-water drainage, the scheme should not result in flooding elsewhere. It is proposed that three conditions be added to any permission granted to require foul and surface water to be drained separately, and to require surface water to be drained in the most sustainable way in accordance with a scheme to be agreed. A plan for the future management and maintenance of the drainage scheme should also be agreed. Subject to these conditions, no unacceptable drainage impacts are anticipated.

Biodiversity

As the existing building has the potential to support roosting bats or nesting birds, and as the Council is a Responsible Authority in respect of protected species, a bat survey has been commissioned. This survey was carried out by a suitably qualified and experienced ecologist in accordance with an appropriate methodology. It was found that, whilst the building offers some potential low-level roosting opportunities for bats, no evidence of current or historic bat use was identified. As such, the demolition of the building would not impact upon the conservation status of bats in the area. It is, however, recommended that development proceed in accordance with the recommendations set out in the report.

No mature trees of ecological significance would be affected by the works proposed. Landscaping is proposed as part of the development and ecological enhancement measures could be secured through condition.

Other Issues

Local residents have expressed concern that the removal of the existing alley gates would impact upon security and safety and result in an increase in criminal and anti-social behaviour. As stated above, it is considered that the development of residential properties in place of the existing industrial unit would increase natural surveillance and domestic activity in the area and therefore adequately mitigate against the loss of the existing alley gates.

Concern has been raised that the introduction of additional residential uses could compromise the ongoing operation of the Public House. It is true that, if complaints relating to noise were made against the Public House from the occupants of the new properties, the Public House could be expected to make changes to its operation despite its prior existence on the site. However, this potential for nuisance cannot preclude redevelopment of the site as this would amount to sterilisation which would conflict with the NPPF aims for efficient use of brownfield land. The Public House falls within a residential area and so reasonable precautions should be taken in any event to minimise noise nuisance.

Given its scale, the proposal would not be expected to have an undue impact on air quality. Water quality could be safeguarded through the agreement of a Construction Management Plan and drainage strategy. Due to the previous use of the site, a condition to require the submission of a phase 1 geo-technical report is considered appropriate to safeguard against potential land contamination. Subject to these conditions, no unacceptable impacts on environmental quality are anticipated and the development would not be expected to be at undue risk from such.

Sustainability and planning balance appraisal

Economically, the loss of the existing use is considered to be acceptable. Future residents would support local shops and services and some limited employment would be generated during construction.

Environmentally, the design is considered to be acceptable. No unacceptable impact on biodiversity, drainage or environmental quality would result. There is no reason to suppose that future residents would be excessively dependent upon private car use.

Socially, although some issues are identified, overall it is considered that the scheme would offer an acceptable standard of residential amenity without unduly compromising the amenity of existing neighbours. No unacceptable security issues are identified. The scheme would sustain the heritage value of the nearby locally listed pub. No unacceptable impacts on flood risk or highway safety would result.

In terms of planning balance, although the constraints of the site as a backland plot have raised some issues, the scheme overall is considered to be acceptable and to constitute sustainable development. No material planning considerations have been identified that would outweigh this view.

CONCLUSION

On balance, the scheme is considered to represent sustainable development. As such, Members are respectfully recommended to grant planning permission subject to the conditions listed below.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

A financial contribution of £3,096 would be required towards the provision or improvement of off-site public open space. This would be secured through condition.

FINANCIAL BENEFITS

The scheme would generate some Council Tax income but this has no weight in the assessment of planning balance.

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) 19/0477 which can be accessed via this link:

<https://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 including the following plans:

Location plan ref. A019/000/S/10

Site plan ref. A006/169/P/03 Rev E

Floor plan ref. A006/169/P/02 Rev B

Elevations drawing ref. A006/169/P/01 Rev E

The development shall thereafter be retained and maintained in accordance with these approved details.

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

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

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016 and Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. Notwithstanding the definition of development set out under section 55 of the Town and Country Planning Act 1990 (as amended) or the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), the properties hereby approved shall at no

time be used as serviced holiday accommodation without the prior written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to safeguard the character and function of the borough's safeguarded holiday accommodation areas in the interest of the health of the resort, in accordance with Policies BH3 and AS1 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS23 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no enlargement of the dwelling/s the subject of this permission shall be carried out without the written approval of the Local Planning Authority.

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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. Prior to the commencement of any above ground construction, the details of the materials to be used on the external faces of the dwellings hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. Prior to the laying down of any final surface treatments, the details of the final surfacing materials to be used within the site shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. Before any of the houses hereby approved are first occupied;
 - (a) details of boundary treatments in terms of position, design and materials shall be submitted to and agreed in writing by the Local Planning Authority; and
 - (b) the boundary treatments agreed pursuant to part (a) of this condition shall be installed in full and in full accordance with the approved details.

The agreed boundary treatments shall thereafter be retained and maintained as such.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. (a) 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 as such.

(b) The parking spaces shall be marked and allocated such that each three-bed property has two parking spaces and the two-bed property has a single space.

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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

10. a) No development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include areas of soft landscaping and planting plans, specifications and schedules. These shall include plant sizes, species and numbers/densities.

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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

11. Prior to the commencement of any above ground construction, a scheme of ecological enhancement shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then proceed in full accordance with these agreed details. For the purpose of this condition, the ecological enhancement scheme shall detail the provision of:

- bat boxes/bricks
- bird boxes
- features for the shelter and passage of small mammals and amphibians

Reason: In order to ensure that the development provides ecological enhancement in accordance with the provisions of paragraph 170 of the NPPF.

12. The development hereby approved shall proceed in full accordance with the recommendations set out in the submitted Bat Report prepared by Whistling Beetle Ecological Consultants Limited in August 2019.

Reason: In order to safeguard biodiversity in accordance with the provisions of paragraph 170 of the NPPF.

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

- dust mitigation measures during the demolition and construction period
- measures to prevent the contamination of surface or ground-water bodies
- control of noise emanating from the site during the demolition and construction period
- hours and days of demolition and 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 demolition and construction period
- arrangements during the demolition and construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of demolition and construction traffic.

The demolition and construction of the development shall then proceed in accordance with the approved Demolition and 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

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

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

Note: This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists.

15. Prior to the commencement of development;

(a) a scheme of site investigation into potential land contamination shall be submitted to and agreed in writing by the Local Planning Authority; and

(b) the scheme of site investigation agreed pursuant to part (a) of this condition shall be carried out in full and in full accordance with the approved details, and a report of the findings submitted to and agreed in writing by the Local Planning Authority; and

(c) In the event that remediation works are identified as being necessary through site investigation report required pursuant to part (b) of this condition, a scheme of remediation shall be submitted to and agreed in writing by the Local Planning Authority;

(d) Any scheme of remediation agreed pursuant to part (c) of this condition shall be carried out in full and in full accordance with the approved details, and a validation report verifying the remediation shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to safeguard future occupants of the site from potential land contamination in accordance with the provisions of paragraph 178 of the NPPF and Policy BH4 of the Blackpool Local Plan 2001-2016. This condition is required to be discharged prior to the commencement of development as any development on the site could prejudice proper site investigation or remediation.

16. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

17. (a) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance and in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following:

(i) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;

(ii) Surveys and appropriate evidence to establish the position, capacity and interconnection of all watercourses and surface-water sewers within the application site and those outside of the site into which a direct or indirect connection is proposed;

(iii) A determination of the lifetime of the development design storm period and intensity (1 in 30 and 1 in 100 year + allowance for climate change - see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;

(iv) A demonstration that the surface water run-off would not exceed a rate to be first agreed in writing by United Utilities.

(v) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

(vi) Flood water exceedance routes, both on and off site;

(vii) A timetable for implementation, including phasing where applicable;

(viii) Details of water quality controls, where applicable.

(b) Unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

(c) The scheme agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details before the development hereby approved is first brought into use.

Reason: To promote sustainable development, secure proper drainage of surface water and to manage the risk of flooding and pollution in accordance with the provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

18. Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a) The arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Site Management Company;

b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) to include elements such as:

- i. on-going inspections relating to performance and asset condition assessments
- ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;

c) Means of access for maintenance and easements where applicable.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance

mechanism for the lifetime of the development in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

19. None of the houses hereby approved shall be first occupied until:

(a) a scheme for the removal of the existing alley gate closest to Wren Grove and the upgrading of the surfacing and lighting of the alleyway has been submitted to and approved in writing by the Local Planning Authority; and

(b) the scheme agreed pursuant to part (a) of this permission has been implemented in full and in full accordance with the approved details.

Reason: The development would introduce new pedestrian and vehicular traffic into the alleyway and so the surface and illumination of the alleyway must be of sufficient standard to enable safe and convenient access in accordance with the requirements of Policies LQ1, BH3 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

20. 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 £3,096 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.

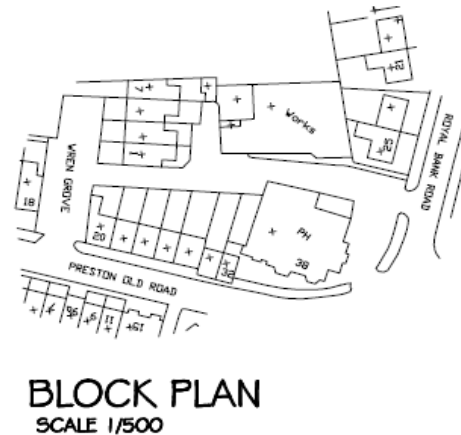
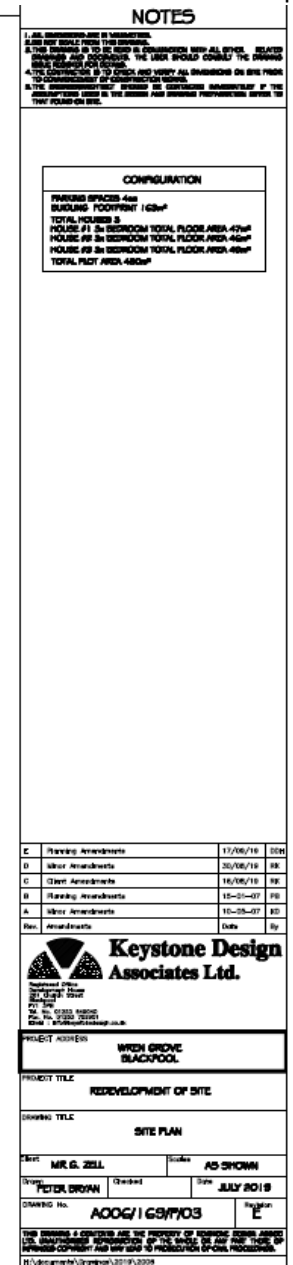
Advice Notes to Developer

Not applicable

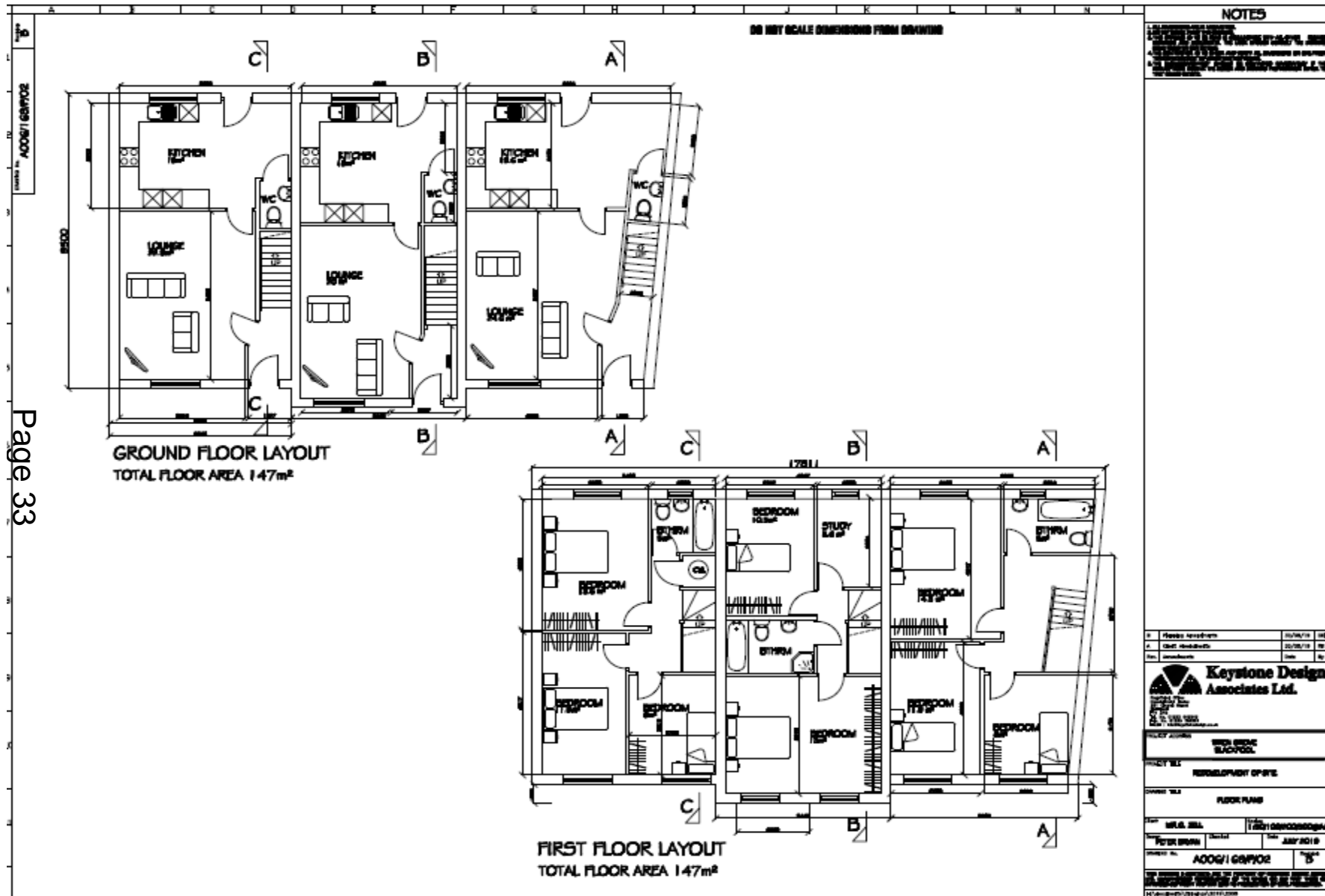




'Birds-eye' view of site from south







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COMMITTEE DATE: 11/02/20

Application Reference: 19/0781

WARD: Marton

DATE REGISTERED: 17/12/2019

APPLICATION TYPE: Full Planning Permission

APPLICANT: Zell-am Group

PROPOSAL: Use of land as a holiday caravan park for the siting of 10 touring caravans or motor homes.

LOCATION: LAND AT NEW HALL AVENUE, BLACKPOOL

Summary of Recommendation: Grant Permission

CASE OFFICER

Miss P. Greenway

BLACKPOOL COUNCIL PLAN 2019-2024

The Council Plan sets out two priorities. The first is 'the economy: maximising growth and opportunity across Blackpool', and the second is 'communities: creating stronger communities and increasing resilience.

The proposal accords with the first priority in that it is creating employment and the additional visitors will add spending into the economy.

SUMMARY OF RECOMMENDATION

The proposal would technically be contrary to Policy CS21 which directs visitor accommodation to the town centre, resort core and defined holiday areas. However, there are no touring caravan sites within those areas and therefore this could be justified as an exceptional circumstance for a niche type of tourism. The recommendation is therefore for approval.

INTRODUCTION

This application is before Members because it is a departure from the Development Plan.

SITE DESCRIPTION

This application relates to a rectangular plot of land on New Hall Avenue, a cul-de-sac immediately south of Progress Way. The majority of the land is occupied by a pond (New Hall Fishery), to the north and south of which are hardstanding areas. The one to the south is occupied by a five touring caravan certificated site, which recently relocated from the land to the north of the pond. The site is well landscaped around its boundaries and a public footpath links New Hall Avenue with Progress Way (there is no vehicular access at this point). Across New Hall Avenue is a balancing pond and pumping station which links into the wider surface water drainage system on Marton Moss and the pumping station at Magnolia Point. Stables and a dwelling are diagonally across the road from the site entrance.

The property is within Marton Moss Conservation Area and Flood Zone 1.

DETAILS OF PROPOSAL

The proposal is to expand the existing offer of five touring caravans to the south of the pond by an additional five touring caravans or motor homes (motor homes are caravans for the purposes of planning control and site licensing) to the north, immediately adjacent Progress Way. An otter fence surrounds the pond. The dwelling diagonally opposite the site entrance (previously known as “Serendipity” is in the same ownership and supervises the existing (and would supervise the proposed) touring caravan site.

The application has been supported by:

- A Heritage Statement
- A method of operation statement

RELEVANT PLANNING HISTORY

There is no relevant planning history.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- The principle of the use in this location
- The impact on the character and appearance of Marton Moss
- The impact on residential amenity
- The impact on highway/pedestrian safety

CONSULTATION RESPONSES

United Utilities: recommends two conditions.

Conservation Officer: The site will be screened (and would benefit from additional screening along Progress Way) so I have no objection in principle.

Local Highway Authority: Whilst the site is demonstrably difficult to access this does not affect the public highway. I have no objection.

Blackpool Civic Trust: The application will be difficult to object to but conditions should be made restricting occupation of the caravans in the winter months and forbidding it being converted into use by the traveller community at a later date given the number of applications made in recent time.

Marton Moss Neighbourhood Forum: No response to date. Any comments will be reported in the Update Note.

REPRESENTATIONS

Press notice published: Not Applicable

Site notice published: 18/12/19

Neighbours notified: 17/12/19

No representations have been received.

RELEVANT PLANNING POLICY

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was adopted in February 2019. It sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:

- 12. Achieving well-designed places
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

The National Planning Practice Guidance (NPPG) expands upon and offers clarity on the points of policy set out in the NPPF.

Blackpool Local Plan Part 1: Core Strategy 2012-2027

The Core Strategy was adopted in January 2016. The following policies are most relevant to this application:

- CS5 Connectivity
- CS7 Quality of Design
- CS8 Heritage

- CS9 Water Management
- CS21 Leisure and Business Tourism
- CS26 Marton Moss
- CS27 South Blackpool Transport and Connectivity

Blackpool Local Plan 2011-2016 (saved policies)

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Local Plan have now been superseded by policies in the Core Strategy but others have been saved until the Local Plan Part 2: Site Allocations and Development Management Policies has been produced. The following saved policies are most relevant to this application:

- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- LQ10 Conservation Areas
- BH3 Residential and Visitor Amenity
- BH4 Public Health and Safety
- AS1 General Development Requirements
- NE10 Flood Risk

Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (emerging policies)

The Blackpool Local Plan Part 2 has been subject to an informal consultation exercise and will be subject to formal consultation later this year. At this point in time limited weight can be attached to the policies proposed. Nevertheless, the following draft policy in Part 2 is most relevant to this application:

- DM27: Conservation Areas

ASSESSMENT

Principle

Part 5 of Schedule 2 of the General Permitted Development Order (GPDO) at C states that Land occupied and supervised by an “exempted organisation” (including The Caravan Club, The Camping and Caravanning Club Ltd, and the Motor Caravanners Club Ltd) is Permitted Development. This allows a maximum of five caravans to be parked on exempted organisation approved sites, and rallies and meetings supervised and organised by exempted organisations may be held for five days. This exemption was mentioned in (cancelled) Planning Policy Guidance Note 1 Annex B as a “useful means of providing small sites in sensitive rural areas where larger sites would be unduly intrusive and should help to contribute to the rural economy in those areas. The use of these sites by other than members of these organisations would be a breach of the terms of the general planning permission.” The rights apply only to the use of land and not to operational development, however there is already an amenity block (shower/W.C. facilities) on the site which has been there for many years and are immune from enforcement action.

Given that this part of the site has been used as a Caravan Club site for in excess of ten years, in policy terms it is not felt that permission could reasonably be refused for occupation of the same site, and in the same layout, by five touring caravans unconnected with an exempted organisation. Policy CS26 relates to Marton Moss and states that in advance of a neighbourhood planning approach, development on Marton Moss will be limited but could include outdoor recreational uses appropriate to a rural area. It is not considered that caravans constitute an outdoor recreational use, but they would be supportive of the fishery within the site.

The proposal would technically be contrary to Policy CS21 which directs visitor accommodation to the town centre, resort core and defined holiday areas. However, there are no touring caravan sites within those areas and therefore this could be justified as an exceptional circumstance for a niche type of tourism. As the accommodation would appeal to a different market of holiday-maker, it is not considered that the use would undermine the character or function of the main holiday areas.

Character and appearance of Marton Moss Conservation Area

The application site has operated as a Caravan Club licensed site for a significant number of years, whereby a licence has been granted on an annual basis for up to five touring caravans to use the site at any one time. The site is well screened by an existing wall, fences and vegetation. The proposals would bring the caravans closer to Progress Way, but additional landscaping, in the form of hedge planting, would supplement the Progress Way boundary. The site is served by an existing “chalet” type amenity block and there are no residential properties directly overlooking it.

There have not been any significant changes to New Hall Avenue which have adversely impacted on its rural character or recent designation as a Conservation Area and it still retains the appearance of a semi-rural area. It is not felt that the stationing of a maximum of ten touring caravans or motor homes would adversely affect the character and appearance of the area.

Conditions could be imposed to restrict the number of caravans, the length of individual stays and the retention/supplementation of the landscaping.

Amenity

The proposal would have limited impact on residential neighbours. There is a residential dwelling adjacent to the west, but the noise from Progress Way is likely to cause more nuisance than that emanating from touring caravans.

Other Issues

New Hall Avenue is a largely unmade, single track road without footways, for the majority of its length and access to the site involves negotiating a right angled bend in the road. There is therefore the potential for greater vehicle-to-vehicle and pedestrian/horse/vehicle conflict with ten caravans rather than five using the road. The applicant says that the whole lane is visible at either end to enable campers to give way in either direction. No other vehicles use

this road for any form of access as it is a dead-end and departure times are set for 1 hour prior to arrival times. In addition, the use is for up to ten caravans and hence the maximum number may not always be present. The Head of Transportation does not have any objection and it is therefore considered that the proposal does not conflict with Policy AS1.

Drainage/flood risk. No objections have been raised by United Utilities, subject to the imposition of conditions. There is already a large fishing pond on site, which presumably would take any excess surface water run-off.

The scheme would not impact materially upon biodiversity. air, land and water quality would be unaffected and the site would not be expected to be at undue risk from such.

Sustainability and planning balance appraisal

Sustainability comprises economic, environmental and social components.

Economically the scheme would have a very limited impact but the formation of additional tourism would help to support the existing business and local shops and services, and some minimal employment would be generated on site.

Environmentally, the proposal would be acceptable, there would be no detrimental impact on drainage and environmental quality and biodiversity would not be materially affected.

Socially, the scheme would not have any adverse impact in terms of flood risk. No significant impacts on highway safety are anticipated.

In terms of planning balance, the development proposed is considered to constitute sustainable development. No other material planning considerations have been identified that would outweigh this view.

CONCLUSION

As set out above, the scheme is judged to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment. On this basis, planning permission should be granted.

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) 19/0781 which can be accessed via this link:

<https://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 including the following plans: Location Plan and drawings showing site plan received by the Council on 17 December 2019.

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

- 3 The site shall not accommodate more than ten touring caravans (or motor homes) at any one time.

Reason: To safeguard the character and appearance of Marton Moss Conservation Area, and in the interests of highway safety, in accordance with Policies CS26, AS1 and LQ10.

- 4 No caravan or motor home shall be stationed on the application site for a continuous period of more than 28 days.

Reason: To safeguard the character and appearance of the area and prevent permanent occupation of the site, in accordance with Policy CS26.

- 5 Before the development is commenced, a management plan shall be submitted to and approved in writing by the Local Planning Authority to control the timings of arrivals to and departures from the application site. All arrivals to and departures from the site shall then take place in accordance with the approved management plan.

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

- 6 Within six months from the date of this permission, the hedgerow along the Progress Way frontage shall be supplemented by native species and shall thereafter be maintained at a height of not less than 2.5 metres.

Reason: To safeguard the character and appearance of Marton Moss Conservation Area, in accordance with Policies CS26 and LQ10.

- 7 No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;

(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and

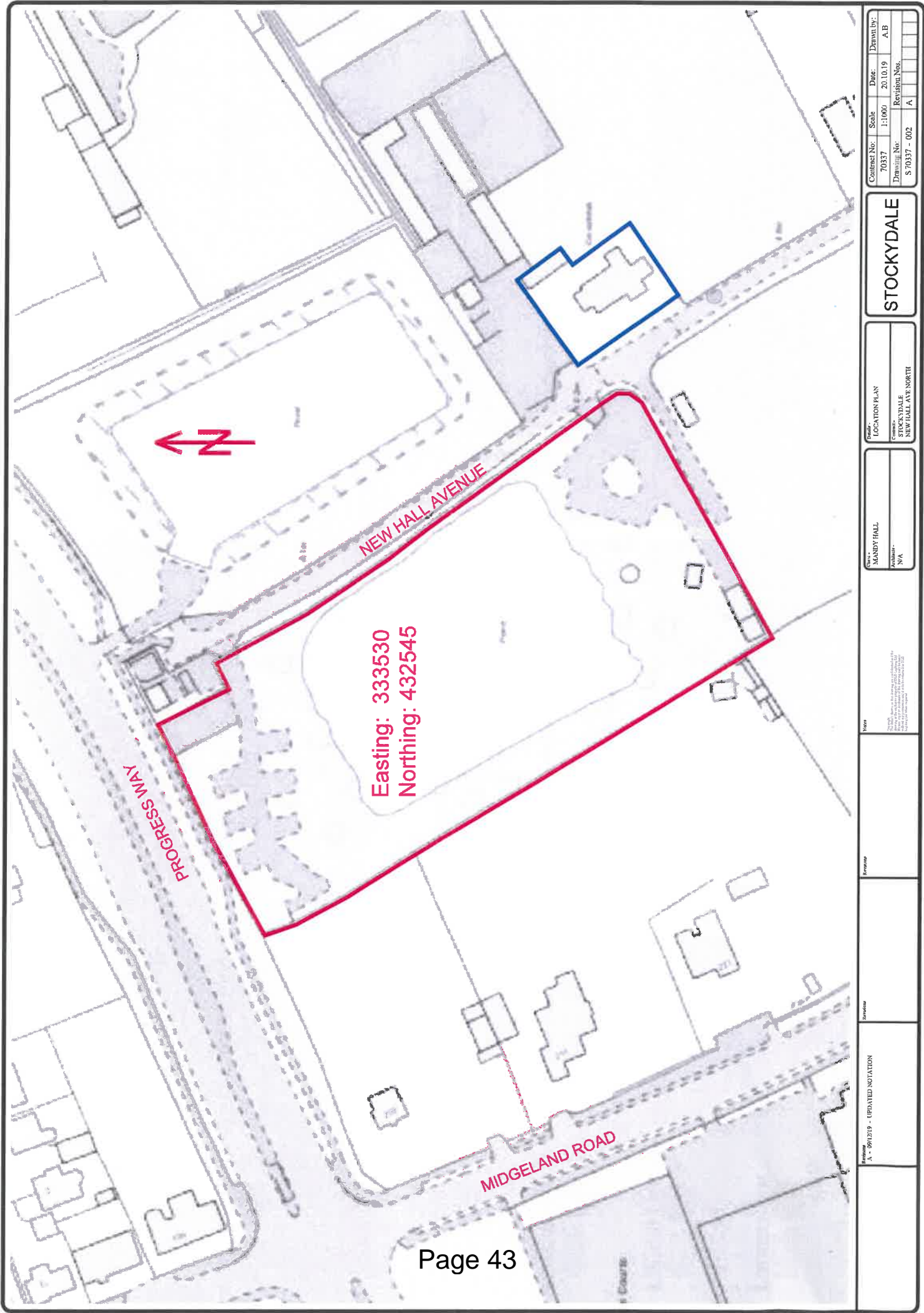
(iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with the provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

- 8 Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

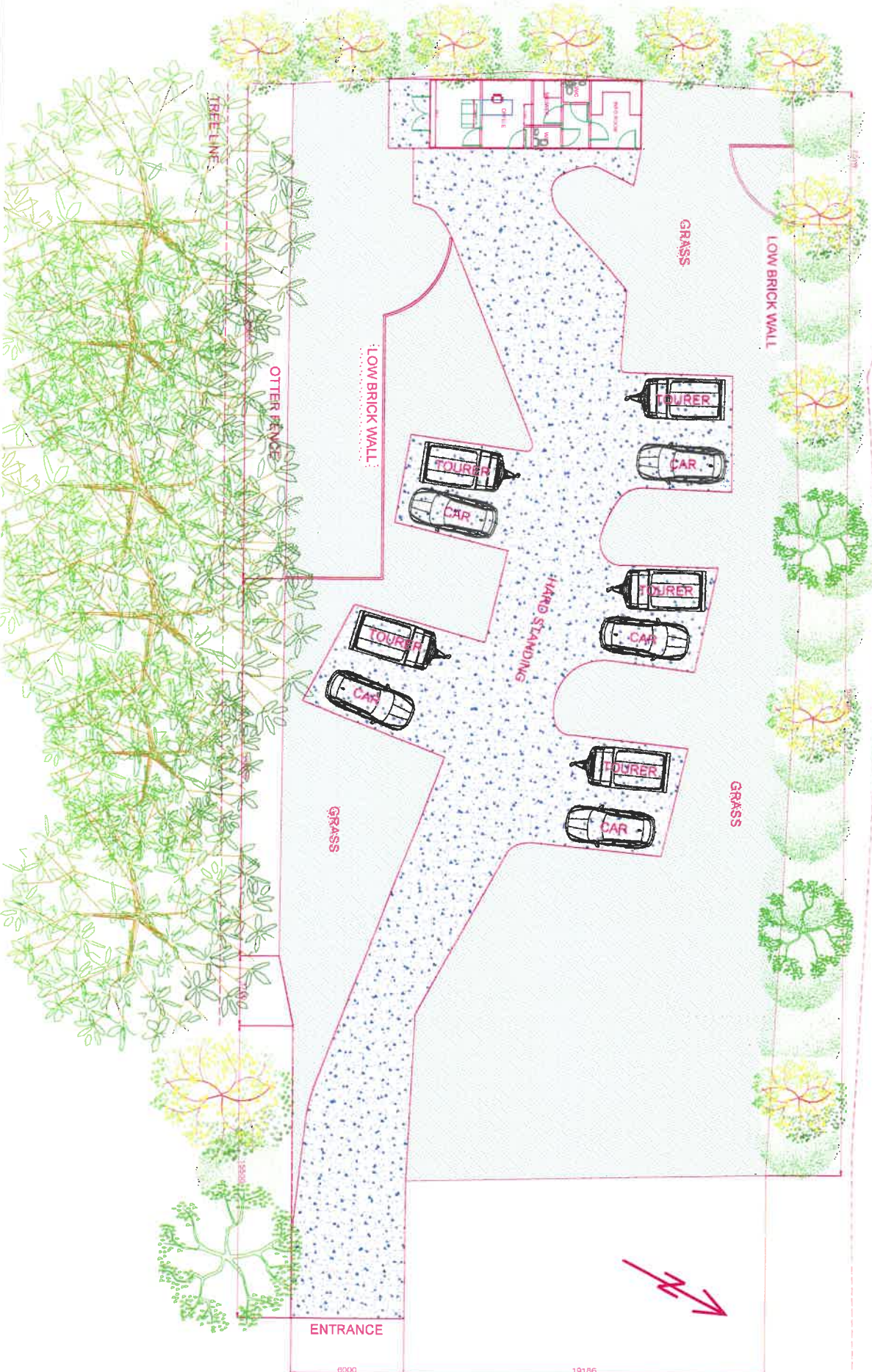


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A5230 - PROGRESS WAY

Easting: 333530
 Northing: 432545

HEDGE TO PROGRESS WAY TO BE SUPPLEMENTED WITH NATIVE SPECIES



Reference
 A - 06/12/19 - UPGRADED NOTATION
 B - 06/12/19 - DRAWING UPDATED

Revision

Revision

Notes

Client
 MANDY HALL
 7/1/19

Project
 LAYOUT PLAN
 STOCKYDALE
 NEW HALL, AVE NORTH

STOCKYDALE

Contract No.	Scale	Date	Drawn by
70337	1:100	20/10/19	A/B
Drawn No.	Revision No.		
S70337 - 001	A/B		

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COMMITTEE DATE: 11/02/2020

Application Reference: 19/0619

WARD: Hawes Side

DATE REGISTERED: 29/10/19

APPLICATION TYPE: Full Planning Permission

APPLICANT: Mr D Holt

PROPOSAL: Erection of 36 lock up garages with associated landscaping, boundary treatment and access following demolition of 83 Powell Avenue.

LOCATION: SITE OF 83 POWELL AVENUE AND LAND TO THE REAR OF 81 - 103
POWELL AVE, BLACKPOOL FY4 3HQ

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr M. Shaw

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with **Priority two of the Plan** - Communities: Creating stronger communities and increasing resilience.

SUMMARY OF RECOMMENDATION

The application is recommended for a conditional approval based on the amended plans which have addressed a number of detailed highway comments. It is considered that the proposal is an appropriate and beneficial use of the land in an area where a significant number of dwellings do not have off street parking facilities or alternatively may require domestic storage space. The proposal should have the benefit of reducing on-street car parking within the surrounding area.

SITE DESCRIPTION

The application relates to an overgrown backland site measuring 69 metres x 27 metres currently accessed via a grassed track under 3 metres wide and 23 metres in length from Powell Avenue and a 2.5 metre wide and 2 metre high gate at the site entrance. The grass track also provides access to the rear of a number of dwellings either side of the access. The application site is bounded by houses fronting Powell Avenue, Harcourt Street and Pickmere Avenue and there is an electricity sub-station and a domestic scale garage at present on the

site. The property at 83 Powell Avenue is a two storey end terraced house abutting the grassed track.

Detailed planning permission was granted on 6 June 2017 under reference: 16/0551 for the erection of six dwellings on the site for the demolition of 83 Powell Avenue to provide access to the land.

DETAILS OF PROPOSAL

Detailed planning application involving the erection of 36 lock up garages in the form of five garage blocks following the demolition of 83 Powell Avenue to allow the formation of a 5.5 metre wide access, including a footpath which will run parallel with the grassed track with a 500 mm high knee rail forming the demarcation between the two. The proposed 5.5 metre wide access would sit alongside the existing grassed access which will be retained. The demolition of 83 Powell Avenue will expose the side elevation of 81 Powell Avenue and a new gable wall will be constructed as part of the proposal. The new footpath will abut the new gable wall of 81 Powell Avenue. The proposed garages will be accessed via a 3 metre wide / 2 metre high gate which will be positioned next to the existing access gate. The garages will measure a minimum of 5.5 metres x 3 metres though most are 6 metres in length and some of the garages are also wider than 3 metres. The site layout plan shows two aisles 6 metres wide in front of the garages with a central and dividing landscaping strip 1.6 metres wide x 46 metres in length.

The application is accompanied by a Supporting Statement

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of Development
- Highway and Pedestrian Safety
- Impact on Residential and Visual Amenity
- Other Issues

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

CONSULTATIONS

Head of Highways and Traffic Management: I did want a detail showing the relationship with the full width crossing at No. 81 Powell Avenue. We could leave that to be dealt with in the crossing permission. The “last” 5m shown as macadam should slope sufficiently away from the highway to not discharge surface water that way. It would be prudent to have some clearance to No. 81 Powell Avenue’s side wall (and evidence of making good the wall). There is a need to know what the delineation will be on the edge of the grass path.

To comply with our usual standard, household garages should strictly all be 6m long. However, these are not household garages and it is my view that they would house a

car and/or storage to the extent that it was practical for each user. In a domestic situation we would be concerned that the car was being displaced which is not the case here. They are offering a SuDS scheme and that can be conditioned and should include the accessway. Details of the accessway layout and its relationship with the existing access are needed including a cross section and a material specification and this matter can be conditioned.

Anything within the existing highway is a footway crossing and can be dealt with when that application is made. From experience, the volumes of traffic to and from garage courts are invariably low and the drivers are familiar with the layout. In this location visibility is excellent. I do not therefore see any safety issue of concern.

The amended plan is satisfactory.

PUBLICITY AND REPRESENTATIONS

2 x site notices displayed: 29 October 2019

Neighbours notified: 29 October 2019

85 Powell Avenue, Blackpool (Objects) - I live at the house that would be next to the alleyway and feel this would completely devalue my property. The area has never been maintained by the owner so I feel this would not be maintained in the future. Vandalism will be an issue, and property owners have drives for their vehicles already.

It's going to be a massive inconvenience, due to safety and protection of my house. For the duration of extensive building work, it will cause major disruption and excessive noise. I will not be able to safely use my rear garden access. I will constantly have noise outside my house from cars and other vehicles. Due to my job I work nights so my sleeping pattern will be upset from the constant noise and disruption, not only during building but in future.

This is not a driveway but an alleyway serving four houses. There will be no protection for the side of my property and when completed my back gate would open out onto a road. The proposal would not benefit the area and raises some serious safety concerns.

70 Powell Avenue, Blackpool (Objects) - I am concerned about the entrance to the proposed garage and demolition of 83 Powell Avenue.

We live directly opposite the proposed entrance at 70 Powell Avenue and we have disabled parking directly opposite the proposed entrance and there is concern over its effect on our disabled parking and possible damage to our car as the road is very narrow and is already heavily parked.

Although the entrance would utilise the grass verge, it cannot go beyond next door as they have a parking entrance into their house and because of this it would mean that it would be difficult to go in and out of the entrance without driving very close to our car, and possible damaged, and we have already had damage from traffic going up and down our street. This is only going to compound the problem and could cause more collisions.

97 Powell Avenue, Blackpool (Supports) - Great idea making use of the land that is in such a disgusting condition where people dump unwanted items. The land is currently unkempt and is an eyesore. Also rats and other vermin have been seen at the mentioned land. Hopefully this application is approved and this land is put to good use and most important it is kept in good condition for years to come.

NATIONAL PLANNING POLICY FRAMEWORK

The revised National Planning Policy Framework (NPPF) retains the key objective of achieving sustainable development and hence there is a presumption that planning applications proposing sustainable development will be approved. It provides advice on a range of topics and is a material planning consideration in the determination of planning applications. The parts most relevant to this application are:

- 8 - Promoting healthy and safe communities
- 11 - Making effective use of land
- 12 - Achieving well-designed places

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. The policies in the Core Strategy that are most relevant to this application are:

- CS7 Quality of design
- CS12 Sustainable neighbourhoods

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is produced.

The following policies are most relevant to this application:

- LQ1 Lifting the quality of design
- LQ6 Landscape Design and Biodiversity
- BH3 Residential and visitor amenity
- AS1 Access, parking and highway safety

BLACKPOOL LOCAL PLAN PART 2: PROPOSED SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES

The Blackpool Local Plan Part 2 has been subject to an informal consultation exercise and will be subject to formal consultation later this year. At this point in time limited weight can be attached to the proposed policies. The policies in Part 2 that are most relevant to this application are:

Policy DM20: Landscaping

Policy DM21: Public Health and Safety

Policy DM39: Transport requirements for new development

ASSESSMENT

Principle of Development- the application site is unallocated on the Blackpool Local Plan proposals map which therefore means that there are no objections in principle and the acceptability of the proposal is dependent upon the submitted details and/or whether any outstanding matters can satisfactorily be dealt with by condition(s). The principle of development on the site has also already been accepted with the granting of permission reference 16/0551 for the erection of six houses, this approval is still valid until 6 June 2020.

Highway and Pedestrian Safety- it is anticipated that traffic levels would be less, or at least no greater from the 36 lock up garages than that generated by the approved six houses. It is also expected that a number of the garages would be utilised for domestic storage purposes with limited visits to and from the site, in addition to providing off street parking facilities. The amended plan indicates a footpath from Powell Avenue into the site abutting 81 Powell Avenue alongside the proposed access road. This will ensure pedestrians can safely access the site. The proposed 4.5 metre wide access road would allow for a two way traffic flow (if required) and will also be physically separated from the existing grass track via a knee rail meaning any existing use of the grass track should not be affected.

The public footpath and grass verge on Powell Avenue has a depth of over 7 metres which means visibility upon entering the carriageway is very good with ample room to safely manoeuvre and there is no reason to suggest vehicles parked on street are likely to be damaged as a result of the proposal. On street parking is also likely to be reduced on Powell Avenue as a result of the proposal. In highway and pedestrian safety terms the proposal is considered to comply with Policy AS1 of the Blackpool Local Plan

Impact on Residential and Visual Amenity – The demolition of 83 Powell Avenue will have some residential amenity impact for a limited period until the new gable wall is constructed. However, with the inclusion of appropriate conditions, including agreement of a Construction Management Plan, and requiring details of the new gable wall to be agreed and constructed prior to works commencing on the garages it is considered that the impact can be minimised to an acceptable level to comply with Policy BH3 of the Blackpool Local Plan. Any approval will also include a condition restricting use of the garages to domestic parking and/ or storage to prevent business activity from the site. It is not considered that the levels of traffic from the use of the site will be such as to cause detrimental harm to residential amenity although it will be a significant increase on the existing levels of activity. The area immediately to the rear of 85 and 87 Powell Avenue houses a sub-station which would provide a buffer between the rear of these properties and the lock-up garages. There may be some limited amenity impact with car headlamps from vehicles entering/ leaving the site during hours of darkness although, in comparison to the approved housing scheme, this would be expected to be less, or at least no greater, and this issue is a common one within built up residential areas.

In terms of visual amenity there are not considered to be any adverse impacts arising from the proposal given that the site overgrown, unkempt and it has been suggested that it has also been subject to fly tipping.

Other Issues the potential de-valuation of property values is not a planning consideration.

A sustainable surface water drainage will be dealt with by way of condition and it envisaged that most, if not all, surface will soak away naturally within the site via porous materials without any requirement to connect to the main drains.

There is no reason to suggest there will be any issues with vandalism, if anything, the potential for criminal activity may decrease with the additional activity and the application has the benefit of natural surveillance being overlooked by houses on three sides, and will also be gated to prevent unauthorised access.

A condition will be included requiring the removal of any of the self-sown trees and landscaping on the application site outside the bird breeding season to avoid any potential of disturbing nesting birds and a replacement planting scheme will be required by condition. The existing landscaping on the site has limited visual amenity value and is not visible from any public vantage point being largely enclosed by housing. The removal of this landscaping has also already been agreed as part of planning permission 16/0551.

CONCLUSION

The proposal will introduce a beneficial use of the vacant and overgrown application site and is considered acceptable in terms of its impact on highway safety, residential amenity and all other relevant issues and as such the application is recommended for a conditional approval.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

The proposal will require a Section 278 highways agreement to deal with the off-site highway works on Powell Avenue.

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) 16/0551 which can be accessed via the link below:

<https://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 including the following plans:

Location Plan received by the Council on 12/09/2019
Drawings numbered PL02 Rev C

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

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) the approved garages shall solely be used for the parking of motor cars and for domestic storage only and shall not at any time be used for business purposes or commercial storage.

Reason: In the interests of highway safety and residential amenity in accordance with Policies BH3, AS1 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. Notwithstanding the submitted plans, all access works, including works to Powell Avenue, shall be carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the development hereby approved being first brought into use 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. Before the garages are first occupied external lighting shall be fitted in accordance with details to be submitted to and agreed in writing by the Local Planning Authority and shall thereafter retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the residential and visual amenity, in accordance with Policies LQ1, BH3 and BH4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. No trees to be removed as part of the development shall be removed during the bird breeding season (March - August in any calendar year) unless the absence of breeding birds on the site is confirmed in writing to the Local Planning Authority in advance of any tree works being carried out.

Reason: To safeguard birds in accordance with Policy NE7 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. Details of the external treatment of the exposed gable elevation as a result of the approved demolition works to 83 Powell Avenue shall be submitted to and agreed in writing by the Local Planning Authority prior to the demolition works commencing and the agreed external works shall subsequently carried out in accordance with the approved details before work commences on the erection of the approved garages.

Reason: In the interests of visual amenity in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. Prior to the commencement of any development details of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first use of the garages and maintained and managed in accordance with the approved details thereafter.

Reason: To secure proper drainage and to reduce the risk of flooding and pollution and to improve bathing water quality standards on the Fylde Coast in accordance with Policy NE10 of the Blackpool Local Plan 2001-2016.

9. 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

10. 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

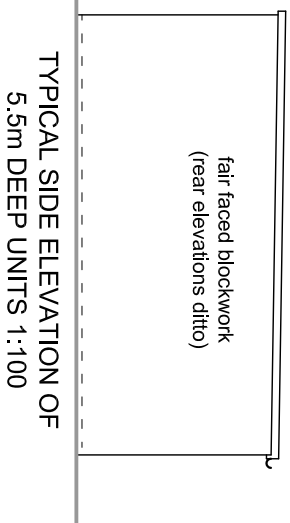
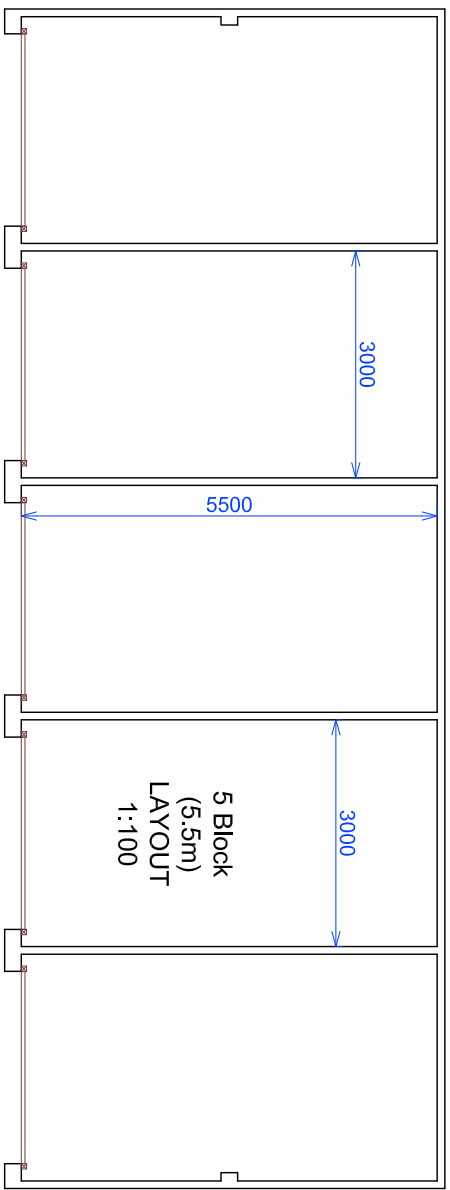
Advice Notes to Developer

1. 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.

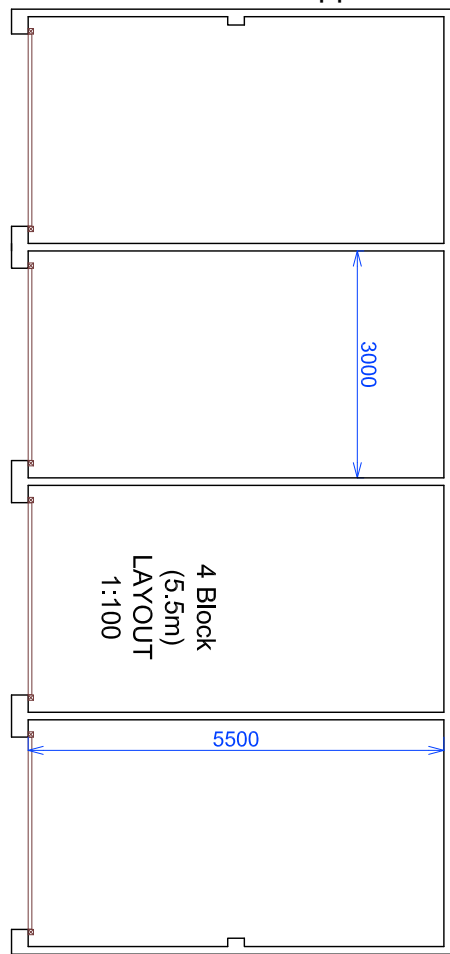


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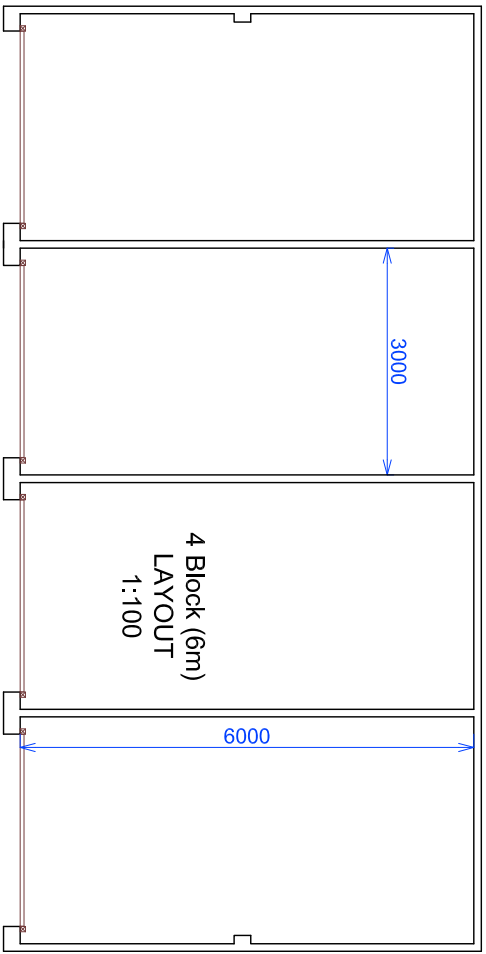
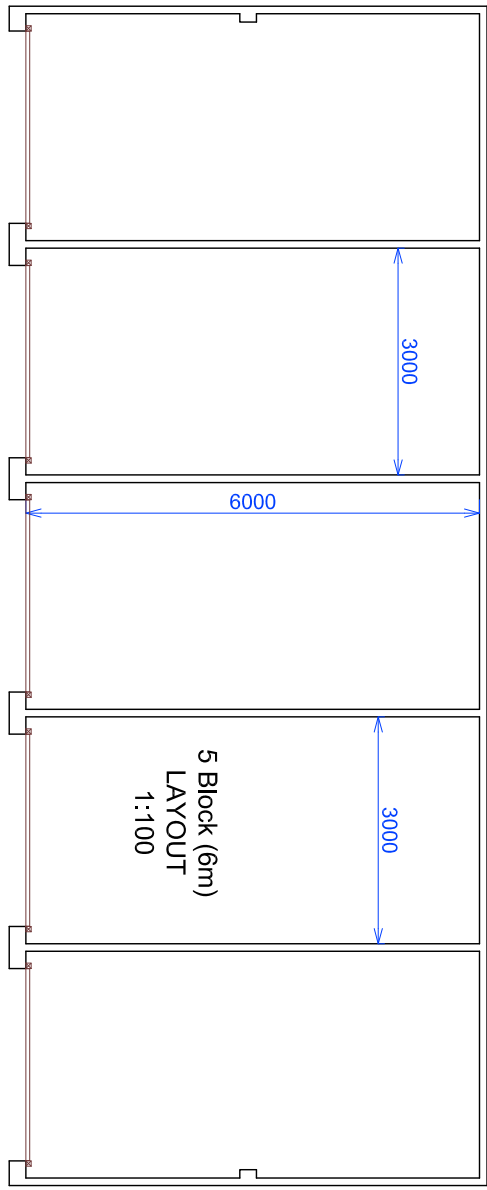
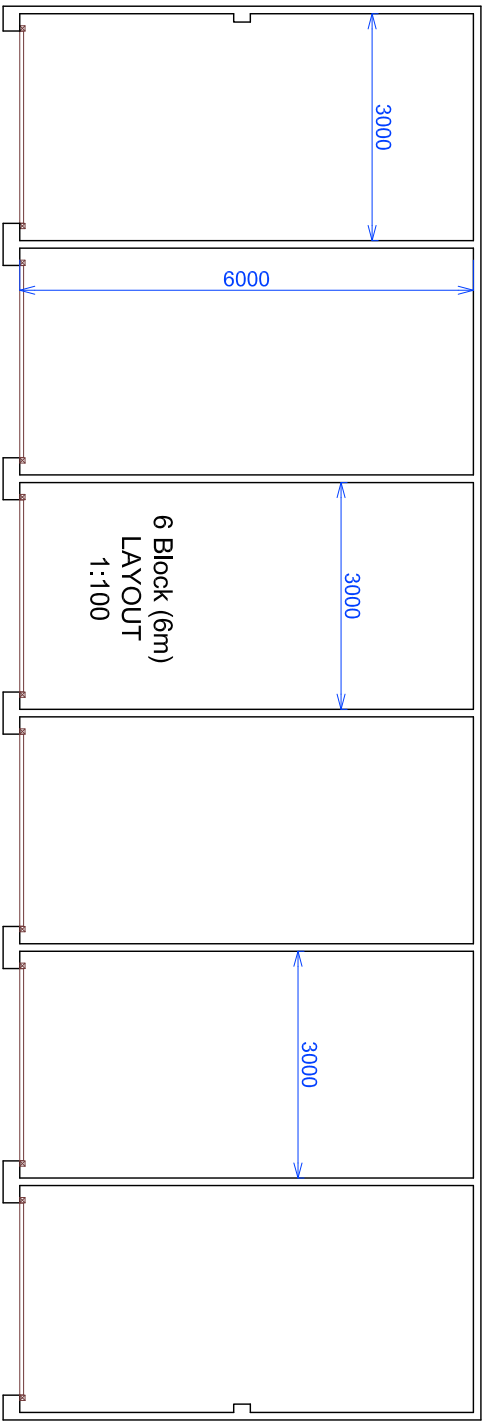
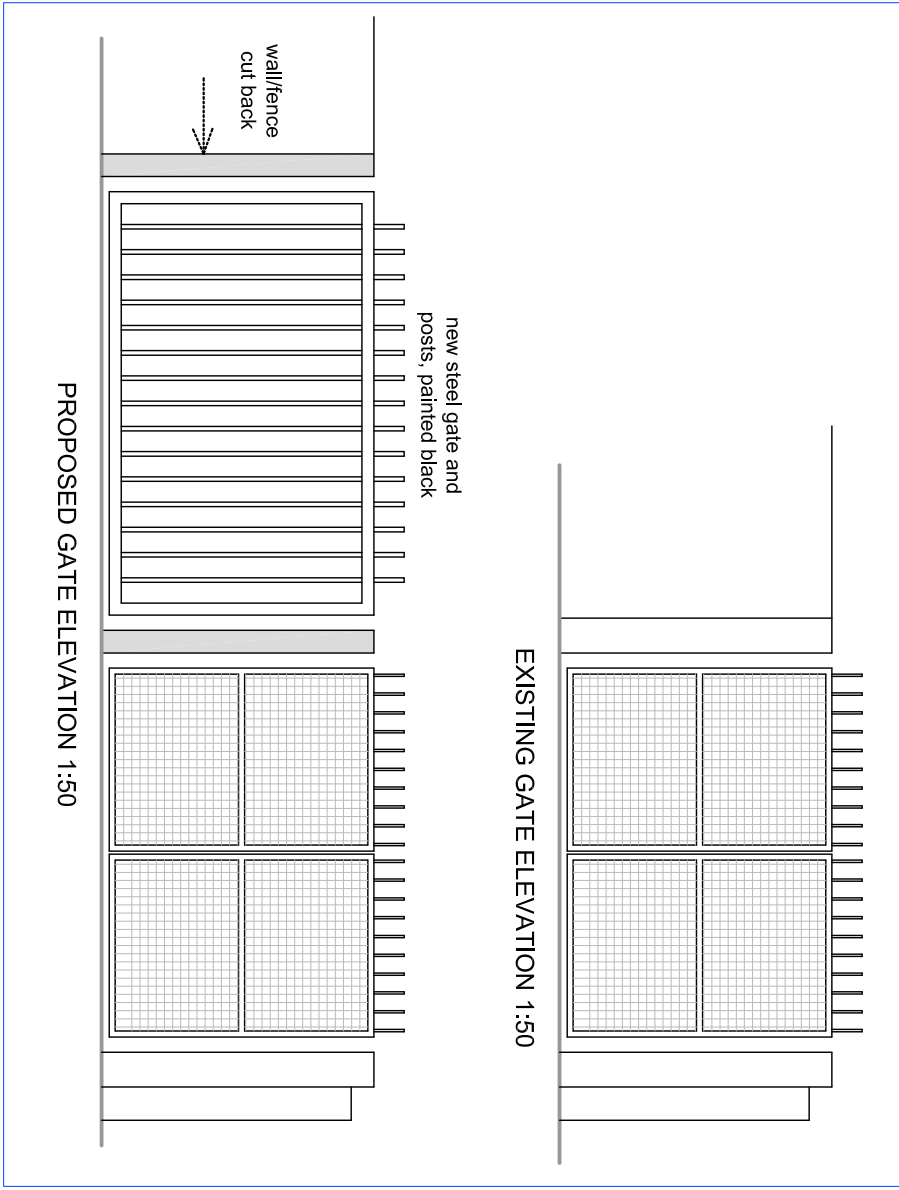
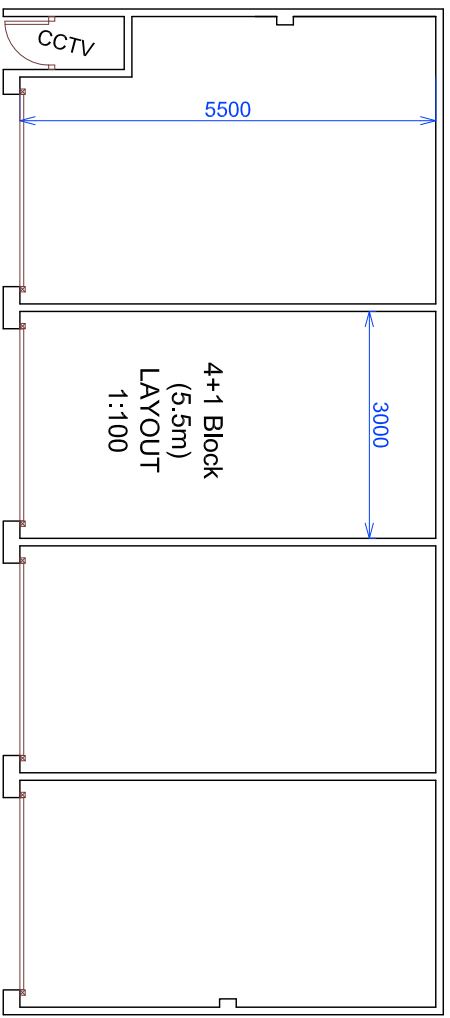


TYPICAL SIDE ELEVATION OF
5.5m DEEP UNITS 1:100

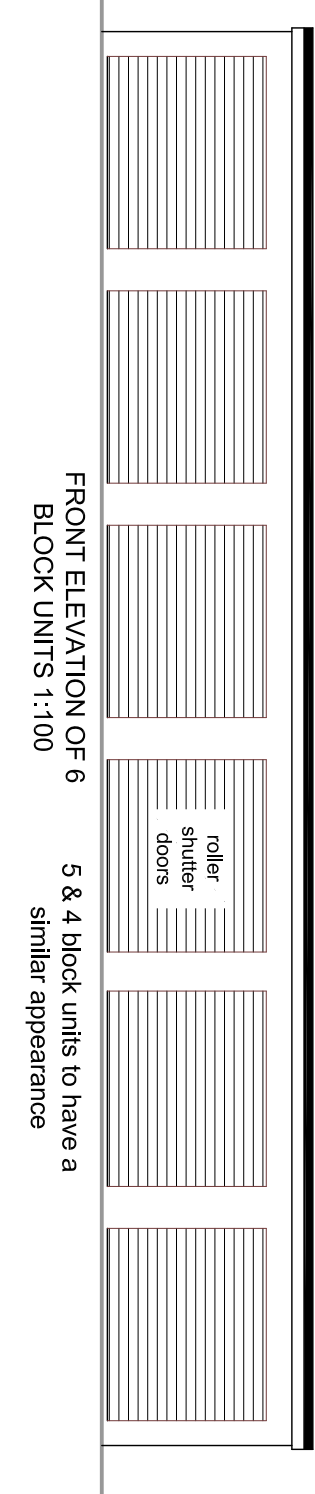
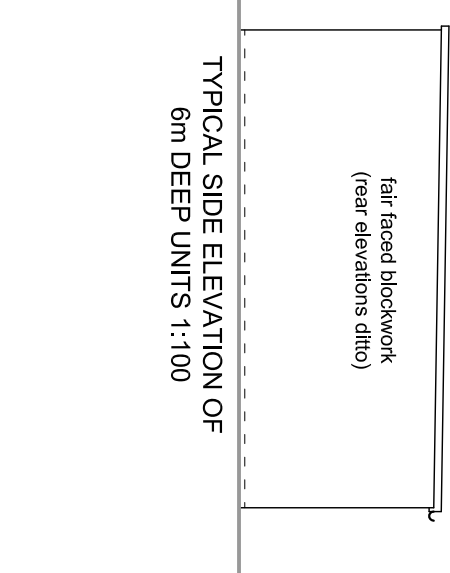


FRONT ELEVATION OF 4+1
BLOCK UNIT 1:100

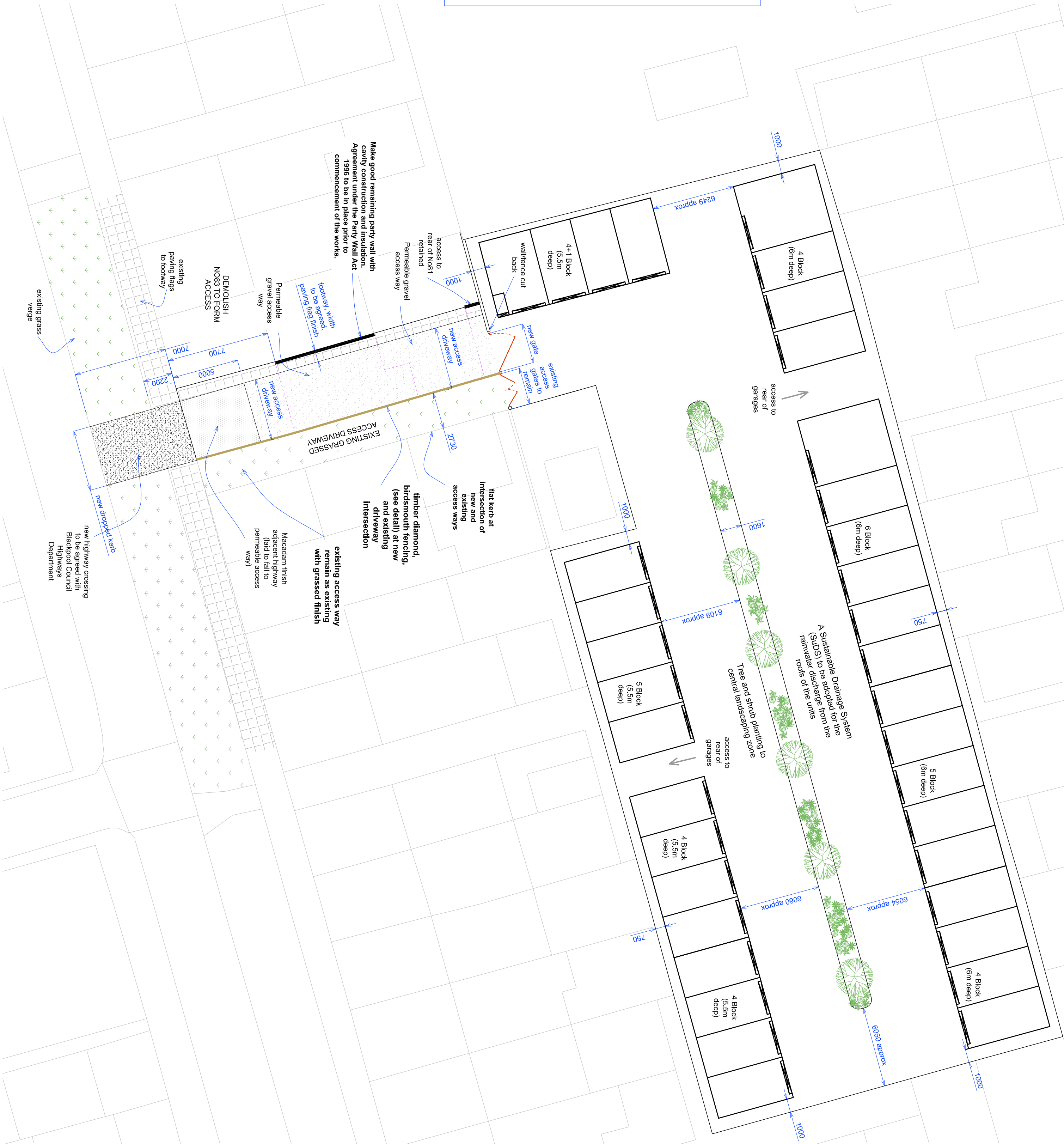
4 & 5 block units to have a
similar appearance



TYPICAL SIDE ELEVATION OF
6m DEEP UNITS 1:100



PROPOSED SITE PLAN
1:200



Rev A, Proposed gate layout and elevation added.
Rev B, Dimensions and clarity added to site access.
Rev C, Further clarity to access way provided.

Firebulb Solutions Ltd
Pollution Business Park
FVG 3, LE
T: 01753 771888
E: info@firebulbsolutions.co.uk

Address: Land off Powell Avenue,
Blackpool.

Project: Demolition of 83 Powell Avenue
and the provision of lock-up
garage/stores with CCTV and
gated access.

Drawing title: Proposed site plan, layouts and
elevations of proposed units.

Scale: 1:50, 1:100 &
1:200 @ A1 Date: January 20
Drawing number: PL02 Rev: C

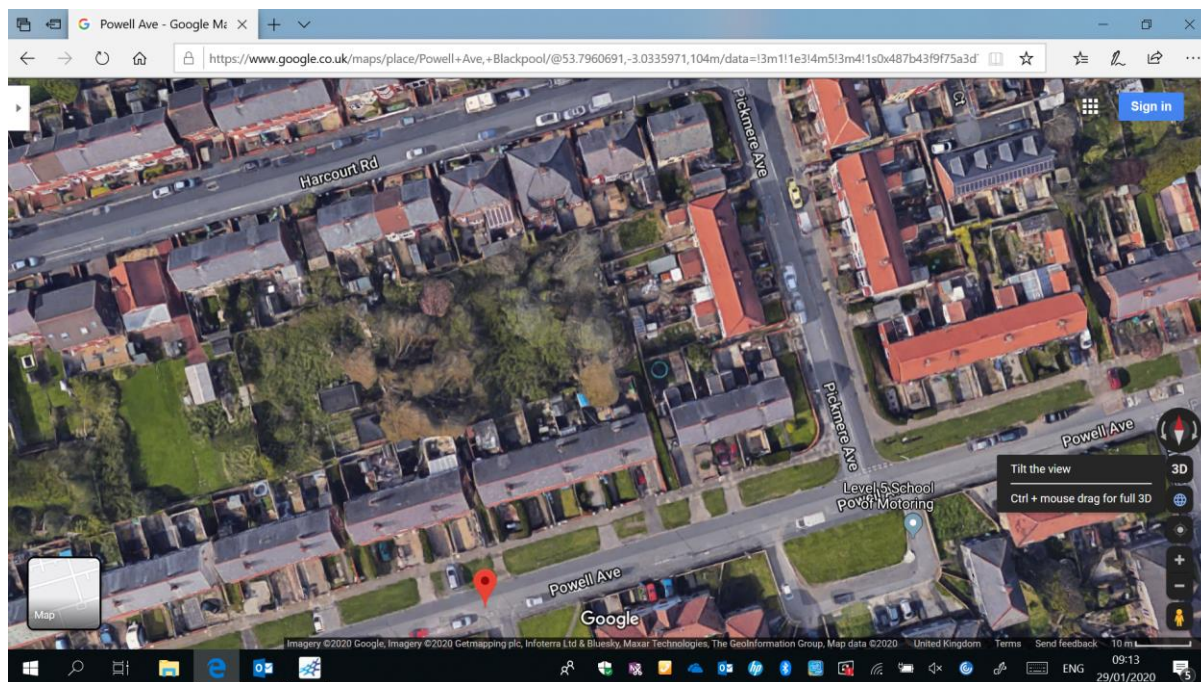
For clarity this drawing should be printed in colour. All dimensions shown on or scaled from this drawing must be checked on site by the contractor. dimensions or scale bar. If inaccurate, the printer's settings should be set to 'no scale'.

Following the printing of this pdf, the scale should be checked against figured dimensions or scale bar. If inaccurate, the printer's settings should be set to 'no scale'.

Drawing status
Firebulb Solutions Ltd has been
commissioned by the client to produce
drawings for the proposed works.
The drawings are for the client's
Planning Application process.

General
The client is responsible for:
• applying for and demonstrating compliance with the Building
Regulations,
• the administration of, and compliance with, all aspects of the Health
and Safety at Work Act, including The Construction (Design and
Management) Regulations (design stage health and safety matters
only),
• the administration of, and compliance with, all aspects of the Party Wall
Act where applicable,
• checking whether there are any legal covenants, easements or other
third party imposed restrictions on the property, which may restrict this
proposed works with all utility providers to locate/determine the position of buried
services supplies under or adjacent to the proposed works,
• checking the position of site boundaries and ownership where
applicable/necessary.

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