

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

**Application Reference:** 16/0047

WARD: Clifton  
DATE REGISTERED: 04/02/16  
LOCAL PLAN ALLOCATION: Main Industrial / Business Area

APPLICATION TYPE: Outline Planning Permission  
APPLICANT: Lancashire Constabulary

**PROPOSAL:** Erection of building to form a divisional police headquarters and custody suite for Lancashire Constabulary, which would range in height from 3 metres to 13.5 metres, with associated car parking, servicing and landscaping.

**LOCATION:** SITE OF FORMER PROGRESS HOUSE, CLIFTON ROAD, BLACKPOOL, FY4 4US

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**Summary of Recommendation:** Grant Permission

#### **CASE OFFICER**

Gary Johnston

#### **SUMMARY OF RECOMMENDATION**

The proposal would represent sustainable development and would fulfil the economic, social and environmental roles of the National Planning Policy Framework. The proposal would be consistent with Policy DE1 of the Blackpool Local Plan and Policy CS3 of the Blackpool Local Plan: Part 1 - Core Strategy and would assist with the implementation of Policy CS20 of the Blackpool Local Plan: Part 1 - Core Strategy (relating to the Leisure Quarter site immediately to the south of the town centre) by allowing the relocation of the divisional headquarters and contributing to the site assembly for a major leisure/tourism attraction to be built.

#### **INTRODUCTION**

Discussions have been ongoing for some time with Lancashire Constabulary about a relocation from the current site in Bonny Street. The Bonny Street site is part of the Leisure Quarter site where the Council would wish to see a new year round tourism attraction developed and hence the relocation of the Police divisional headquarters is seen as crucial to fulfilling this aim. The Progress House site became surplus to the Council's requirements with the opening of Bickerstaffe House in the town centre and the buildings were demolished pursuant to a prior approval application submitted in October 2014 (ref. 14/0707). The gas holders on the adjacent National Grid site were demolished pursuant to a

prior approval application submitted in August 2014 (ref 14/0631). Subsequently the Hazardous Substances Consent for the storage of natural gas on the National Grid site has been revoked (consent reference 00/0270)- confirmed by the Secretary of State on 11 January 2016. There have been pre-application discussions regarding the application and this application has resulted from those discussions. Lancashire Constabulary undertook some consultation events in January 2016 in the Hounds Hill Shopping Centre and at Mereside. There is an intention for Lancashire Constabulary to retain a presence in Blackpool town centre.

## **SITE DESCRIPTION**

The application site extends to some 4.54 hectares and is roughly rectangular in shape. There is a slight slope on the site from north to south. To the west of the site is the National Grid site. To the east of the site is the Clifton Retail Park which comprises a Tesco Extra store together with Clarks, Matalan and Next stores. To the rear of the site is a dual carriageway linking Yeadon Way to the M55 motorway. To the north of Clifton Road is open space beyond which is the Mereside Housing Estate. The site is enclosed by fencing and there is a landscaped strip fronting Clifton Road. Access to the National Grid site is shared and there is a redundant gate house close to the north-west corner of the site.

## **DETAILS OF PROPOSAL**

This is an outline planning application for the erection of a new divisional headquarters and custody suite for Lancashire Constabulary with associated parking and servicing facilities. The building would have a floor area of some 7941 square metres and the application seeks to have layout, scale and access approved at this stage with appearance and landscaping to be approved later. The building would be set back some 37 metres from Clifton Road and would be part three storey (on the frontage) and part single storey (to the rear). It is envisaged that the building will range between 3 metres and 13 metres in height. To the rear of the building there would be car parking and servicing space. In the north-west corner of the site adjacent the site access there would be a public parking area adjacent the main entrance to the building. 20 car parking spaces including two mobility spaces would be provided. Cycle parking would also be provided adjacent the main entrance to the building. A total of 479 car parking spaces (staff and operational) would be provided and there would be in the region of 450 staff based at the divisional headquarters.

The application is accompanied by the following documents -

- Planning Statement
- Design and Access Statement
- Phase 1 Ecological Study
- Arboricultural Assessment
- Phase 1 Environmental Study
- Transport Statement
- Flood Risk Assessment

In October 2015 in response to a screening request (Town and Country Planning - Environmental Impact Assessment - England & Wales - Regulations 2011) the Council issued its opinion that the development did not constitute Environmental Impact Assessment (EIA) development requiring an Environmental Assessment.

There will be a need for a communications mast to serve the divisional headquarters. This does not form part of the current application but the suggestion is that this would need to be in the region of 45 metres high (not the 60 metres indicated on the submitted layout plan). A separate planning application would be required for this

### **MAIN PLANNING ISSUES**

The main planning issues are considered to be:

- the principle of the development
- impact on highway safety
- scale/design of the development
- impact on amenity

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

### **CONSULTATIONS**

**Environment Agency:** No objection in principle to the proposed development subject to the inclusion of conditions which meet the following requirements:-

**CONDITION:** No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
  - all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptors
  - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance

and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

**REASON:** To ensure the development does not pose a risk of pollution to controlled waters.

**CONDITION:** No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

**REASON:** To ensure the development does not pose a risk of pollution to controlled waters.

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

**Contaminated Land Officer:** I have looked at the information provided with the Phase 1 risk assessment, and agree with the recommendations that have been submitted. A Phase 2 intrusive investigation is to be carried on the site along with a minimum of 6 rounds of ground gas monitoring. If the Phase 2 report shows there to be elevated concentrations in ground conditions then a validation strategy will need to be formulated and agreed with the Local Authority before works begin.

**Head of Housing and Environmental Protection Service:** Environmental Protection has no adverse comments to make on this outline proposal.

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

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

**National Grid:** No objections in principle. There will be a need to contact National Grid prior to undertaking any work on site.

**Health and Safety Executive:** No objections given that the removal of the gas holders and the revocation of the hazardous substances consent has removed any constraint to development of the site.

**Police (Architectural Liaison Officer):** No objections in principle but makes recommendations regarding perimeter security for the site, CCTV, security bollards, lighting and detailed requirements regarding the building. It is suggested that pre-application meetings with the design team have meant that these matters will be addressed as part of the reserved matters application and that the scheme will achieve Secured by Design standards.

### **PUBLICITY AND REPRESENTATIONS**

Press notice published: 18 February 2016  
Site notice displayed: 24 February 2016  
Neighbours notified: 5 February 2016

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

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

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

Paragraph 11 reiterates this requirement.

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

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

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

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking which includes to proactively drive sustainable

development, promote mixed use development and secure a high standard of design and a good standard of amenity.

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

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

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

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

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

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

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

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

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

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

### **BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY**

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

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

**CS1: Strategic Location of Development**

**CS3 - economic development and employment**

**CS5 - connectivity**

**CS7 - quality of design**

**CS9 - water management**

**CS10 - sustainable design**

**CS15 - health and education**

**CS20 - leisure quarter**

**CS24 - south Blackpool employment growth**

**CS27 - south Blackpool connectivity and transport**

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

### **SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016**

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

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

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

- (A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential developments will be expected to achieve a connected series of defensible spaces throughout the development.
  
- (B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:
  - I. the width and importance of the street or space
  - II. the scale, massing and height of neighbouring buildings.
  
- (C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:
  - I. a base, of human scale that addresses the street
  - II. a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements
  - III. a roof, which adds further interest and variety
  - IV. a depth of profile providing texture to the elevation.
  
- (D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

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

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



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

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

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

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

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

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

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

**Policy AS2 New Development with Significant Transport Implications** states that new developments which would generate significant levels of travel will only be permitted in locations which have good access to the existing main highway network and which are well served by sustainable modes of transport. All proposals at or exceeding 500sqms gross floor area will be required to be supported by a simple Transport Assessment. A comprehensive Transport Assessment and a Travel Plan will be required for all proposals at or exceeding the thresholds set out in Appendix B. Where the above requires the undertaking of off-site

works or the provision of particular services, these must be provided before any part of the development comes into use. The Council will refuse development which generates excessive or inappropriate traffic in the locality.

**Policy DE1 Industrial and Business Land Provision** states that land within the defined industrial /business estates will be retained for industrial/business use. The Clifton Road site is deemed appropriate for office/research and development/light and general industry and warehousing.

## **ASSESSMENT**

- **the principle of the development** - the site is allocated for employment use in the Blackpool Local Plan 2001-2016 (Policy DE1) and Blackpool Local Plan: Part 1 - Core Strategy (Policies CS3 and CS24). As a brownfield site its re use for employment purposes is welcomed. An additional benefit of the proposal would be that it free up another part of the Leisure Quarter site (Policy CS20) and assist the Council with the site assembly to bring forward a major year round leisure/tourism facility on the former central station site. Lancashire Constabulary has indicated that it would maintain some presence in Blackpool Town Centre. The principle of the development is therefore considered acceptable
- **impact on highway safety** - when the Council occupied the site there were in the region of 650 staff based at Progress House. Lancashire Constabulary envisages that there would be in the region of 450 staff based at the divisional headquarters. There would be a similar working pattern with the use of shifts and flexitime to spread traffic movements through the morning and evening peaks. A total of 479 car parking spaces is proposed - staff, visitor and operational vehicles. In addition cycle and motorcycle parking would be provided. There a number of bus services which terminate at the Clifton Retail Park and a pedestrian link would be maintained to this site to encourage the use of bus services. It is not considered that the proposal would adversely affect highway and pedestrian safety.
- **scale/design of the development** - the site is large enough to take a large building having a frontage of some 180 metres to Clifton Road. The building would be set back some 37 metres from Clifton Road and would retain a substantial part of the grassed area/trees which fronts onto Clifton Road. The three-storey element would front onto Clifton Road with the single storey element to the rear. With the exception of the visitor parking all of the staff/operational car parking would be to the rear of the buildings. It is envisaged that the building would have a significant presence on Clifton Road and would make a statement with its appearance. The final design would be subject to a reserved matters application. The scale of the development is considered acceptable in this location and having regard to the size of the site and the set back of the building.
- **impact on amenity** - The site is at some remove from the nearest houses on the Mereside Estate and hence it is not considered that there would be an adverse impacts on the amenities of the nearest residents.

- **other matters** - The development would allow for the retention of a number of trees on the site and these would need to be protected for the duration of the construction programme. Additional trees could be planted as part of a landscaping scheme for the site. There is some potential for the site to be contaminated because of the adjacent gas distribution site. Further investigation is needed to ascertain the extent of any contamination and to produce a remediation strategy. The ecological survey has not identified any protected species but to assist with biodiversity it is suggested that bird and bat boxes should be provided on the site. A large part of the site is hard surfaced but the expectation is that there should be some betterment in terms of surface water run off. There is likely to be limited potential for soakaways given the ground conditions and there is no watercourse nearby to discharge to. It is likely that some form of on-site storage will be needed for surface water run off although it may be possible to re-use some rainwater run off for toilets etc. These matters can be dealt with by conditions.

### **LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION**

None

### **HUMAN RIGHTS ACT**

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

### **CRIME AND DISORDER ACT 1998**

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

### **BACKGROUND PAPERS**

Planning Application File(s) 16/0047 which can be accessed via the link below:

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

**Recommended Decision:** Grant Permission

### **Conditions and Reasons**

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

## Landscaping

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

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

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority on 27th January 2016 including the following plans:

Location Plan stamped as received by the Council on 27th January 2016.

Drawing numbered 00102 S2-P9 but not including the reference to mast -60m (no 14 on the key) which needs to be the subject of a separate planning application.

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

3.
  - (a) No development or other operations shall commence on site until a scheme (hereinafter called the approved protection scheme) which provides for the retention and protection of trees and shrubs growing on or adjacent to the site has been submitted to and approved in writing by the Local Planning Authority.
  - (b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved scheme are in place.
  - (c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved scheme are in place.
  - (d) The fencing or other works which are part of the approved protection scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment,

machinery and surplus materials have been removed from the site, unless the prior written agreement of the Local Planning Authority has first been sought and obtained.

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

4. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:
  - dust mitigation measures during the construction period
  - control of noise emanating from the site during the construction period
  - hours and days of construction work for the development
  - contractors' compounds and other storage arrangements
  - provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
  - arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
  - the routing of construction traffic

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

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

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

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

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

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

7. No trees to be removed as part of the development shall be removed during the

bird breeding season (March - August in any calendar year).

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

8. Prior to the commencement of development, a scheme for grey-water harvesting and re-use within the site shall be submitted to and agreed in writing by the Local Planning Authority. No part of the building shall be occupied until all grey-water harvesting and re-use mechanisms associated with the building have been installed and these shall thereafter be retained.

Reason: In order to minimise flood risk from surface water run off both on and off site in accordance with Policy CS9 of the Blackpool Local Plan: Part 1 - Core Strategy.

9. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
  - all previous uses.
  - potential contaminants associated with those uses.
  - a conceptual model of the site indicating sources, pathways and receptors.
  - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
5. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure the development does not pose a risk of pollution to controlled waters in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

10. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure the development does not pose a risk of pollution to controlled waters in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

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

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

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

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

13. Prior to the construction of any above ground structures a scheme for the provision of bat and bird boxes and a timetable for implementation shall be submitted to and agreed in writing by the Local Planning Authority before the

building hereby approved is first brought into use. Works shall then proceed in accordance with the agreed scheme and shall be maintained for as long as the building hereby approved is in use.

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

### **Advice Notes to Developer**

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



