

COMMITTEE DATE: [04/07/2017](#)

Application Reference: 17/0276

WARD: Claremont
DATE REGISTERED: 20/04/17
LOCAL PLAN ALLOCATION: Town Centre Boundary
Defined Inner Area

APPLICATION TYPE: Full Planning Permission

APPLICANT: Muse Developments

PROPOSAL: Erection of a six storey building to form a new 142 bedroom Class C1 hotel incorporating restaurant, bar and conference accommodation, together with Class A1 retail uses at the lower ground floor, rooftop plant with associated external works, including hardsurfacing, temporary public car parking with vehicle access from Queen Street, a widened pedestrian underpass to Blackpool North Railway Station and replacement pedestrian steps and ramp between the Station and High Street following demolition of existing buildings and subway.

LOCATION: SITE OF WILKINSON'S STORE, BOUNDED BY QUEEN STREET, HIGH STREET, TALBOT ROAD AND DICKSON ROAD, BLACKPOOL, FY1 2LF

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr Mark Shaw

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with **Priority one of the Plan** - The economy: Maximising growth and opportunity across Blackpool.

SUMMARY OF RECOMMENDATION

The application accords with local and national planning policies, notably Policy CS19 'Central Business District' of the Core Strategy and accordingly is recommended for an approval subject to conditions which should ensure the delivery of a quality development adding to the Central Business District and the stock of quality hotel accommodation and associated restaurant/ bar and retail development. The proposal also includes a temporary 127 space surface level car park and the widening of the underpass and other access improvements connecting the application site, the new tram station (not part of this

application) and Blackpool North railway station. Later phases will replace the car park with three office and/or residential blocks (not part of this application).

SITE DESCRIPTION

The application site at present comprises the Wilkinson's retail store with three floors of parking spaces above including the roof level, bounded by Talbot Road, Dickson Road, Queens Street and High Street. Vehicular access to the car park is from Queen Street. This section of Queen Street across from the Wilkinson's building comprises hotels, residential accommodation and bars. The application site is within the designated town centre and adjacent the Town Centre Conservation Area which lies immediately to the west across Dickson Road. The former Odeon Cinema, now Funny Girls, a Grade II Listed Building lies close to the northern boundary of the site. To the west of the application site is Ma Kellys bar, to the south across Talbot Road is the re-furbished multi storey car park. To the east across High Street is Blackpool North railway station which is approximately three metres below High Street. There is an out-dated pedestrian walkway under High Street connecting to the railway station. The Dickson Road end of the application site is over 3 metres lower than its High Street boundary.

The application is within the Central Business District (CBD) covered by Policy CS19 of the Core Strategy. Phase 1 of the CBD comprises a Sainsburys retail store with two levels of car parking above, Bickerstaffe House, a six storey office building with ground level retail units and the re-furbished Talbot Road multi storey car park incorporating a ground floor gym and a restaurant. Outline planning permission for Talbot Gateway/ Central Business District was granted under 09/1582 on 15 March 2010 with subsequent amendments to this permission approved under outline planning permission 11/0723 on 10 October 2011.

DETAILS OF PROPOSAL

Full planning application seeking approval for a six storey 'L' shaped hotel, including a lower ground floor level and rooftop plant, fronting onto Talbot Road and High Street facing Blackpool North Railway station and the Talbot Road Multi-Storey Car Park following the demolition of the existing Wilkinson's retail store. The development is essentially the commencement of Phase 2 of the Central Business District. The application site itself will be developed in phases with the hotel being constructed initially with its associated restaurant, bar, conference and leisure facilities. A temporary 127 space car park will be provided accessed from Queen Street. This car park will be bisected by the new tram station at lower ground floor level and will be adjacent the proposed retail units and rear elevation of the proposed hotel. The tram station will link, via Talbot Road, Blackpool North railway station to the Promenade. To facilitate this link between the tram and railway station the existing underpass under High Street will be widened from 3 metres to 8 metres and raised in height in height from 2.2 metres to 2.7 metres, plus a new ramp to meet current mobility standards and steps provided from the railway station up to High Street. Steps and a lift will also be provided from the lower ground floor level of the application site up to Talbot Road.

The application is accompanied by a Design and Access Statement, a Transport Statement, a Sustainability Report, a Noise Assessment, an Air Quality Assessment, a Heritage Impact Statement, a Bat Survey and a Sustainable Drainage Report.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of Development
- Design and Scale of Development and its Impact on Central Business District and Town Centre Conservation Area
- Car Parking, Access and Servicing
- Impact on Residential/ Visitor Amenity
- Economic and Employment Benefits
- Other Matters

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

CONSULTATIONS

Built Heritage Manager - I refer to the application for development of the Wilkinson's site on Talbot Road. The new building will enhance the views out of the Town Centre Conservation Area, and I have no objection to the application.

Blackpool Civic Trust - Blackpool Civic Trust has no objection to this application.

Police Architectural Liaison Officer - A Crime Impact Statement has been prepared so that the security recommendations could be incorporated into the design. This report has been formed based on local crime figures and trends, incidents reported to the police and community knowledge gathered from local policing teams. It is with this knowledge and policing experience that the recommendations made are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development. Crime Risks in the last 12 month period, the crimes that have been recorded in this area include burglary, assault, theft and criminal damage. There have been a number of reported crimes at hotels within the area.

The crime figures indicate that the hotel is at risk of suffering burglary, criminal damage and assault and therefore security measures should address that risk. In order to reduce the potential for offenders targeting the proposed development, the following Secured by Design principles should be incorporated:-

Secured By Design- A scheme of this scale has the potential to create significant demand on policing resources. The project should be built to achieve Secured By Design accreditation.

Access Control - Unauthorised access into staff only and restricted areas should be prevented with an access control system. A number of the crimes reported at hotels are where the offenders have easily been able to enter staff only/private areas. The external

staff entrance doorset should be fitted with an anti-vandal proof access control system. This will prevent unauthorised entry, reduce the risk of sneak in burglaries, slow down and restrict intruders' movements.

CCTV- The scheme should be covered with a comprehensive CCTV system. CCTV coverage is advised for all internal and external guest circulation areas of the hotel, including the car parks.

Alcohol will be served in the building. Incidents of violence and disorder often break out without warning and CCTV is an important security measure to prevent and detect crime. Bar areas within hotels are often targeted for burglary, so it is advised that these areas are covered by CCTV and additional security (locks, shutters). CCTV coverage is required of the entrance area and lobby. The underpass leading to the train station should be covered by monitored CCTV as well as the retail units and areas of public space.

Emergency Incident - Panic alarms should be installed at key locations for staff activation should an emergency incident occur. These should be easily accessible for staff to activate if required and located where they cannot be easily seen or reached from public areas. Staff should be clear on evacuation procedures which should be rehearsed at regular intervals.

Natural Surveillance - Good coverage of external lighting should promote natural surveillance and safe use around public areas and deter suspicious activity. The underpass should be well illuminated to ensure that suspicious behaviour can easily be seen. Promote natural surveillance around different areas of the development by using glazed screens and avoid recessed areas.

Physical Security- All glazing in external doors and ground floor windows should be laminated to reduce the risk of damage and burglary. External canopies should be avoided as they can encourage loitering, especially in inclement weather. This can lead to littering, damage and anti-social behaviour which is difficult to address once established.

Areas where there are large expanses of glazing at ground floor level must be protected with anti ramraid bollards if a vehicle could be driven at speed in that direction.

Underpass - The underpass leading to the train station from the new tram stop will require careful consideration to ensure it is an inviting space that does not encourage criminal activity. Covered areas such as this can often be misused for unsavoury and criminal activities. Underpasses provide shelter from inclement weather which can encourage crime and antisocial behaviour. Underpasses are often dark, intimidating spaces which increase the fear of crime. Light finishes on walls help to reflect the light, promoting natural surveillance and reducing shadows. The area must be well lit and be covered by monitors. Natural surveillance should be maximised in this location. This will deter and detect crime such as robbery, drugs offences and assault.

Retail Units - All glazing in external doors and ground floor windows should be laminated to reduce the risk of damage and burglary. Each individual unit should be fitted with an intruder alarm system. Doors and windows should be fitted with impact sensors so that the

alarm would be activated if forced entry was attempted. PIR motion detectors should be fitted internally. This will deter and detect crimes such as burglary. The report submitted to the applicant included recommendations from the Constabulary Counter Terrorism Security Advisor. These recommendations included the requirement for the installation of Hostile Vehicle Mitigation (HVM) measures and fitted at both ends of the pedestrian underpass to prevent vehicular incursion. This will reduce crime and the fear of crime and create safe environments in accordance with;

Blackpool Local Plan Part 1 : Core Strategy (2012-2027) Policy CS7: Quality of Design New development in Blackpool is required to be well designed, and enhance the character and appearance of the local area for anti-social and criminal behaviour.

National Planning Policy Framework, Paragraph 58- 'Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion'

Section 17 Crime and Disorder Act 1998- it shall be the duty of each authority to do all that it reasonably can to prevent, crime and disorder in its area.

The above recommendations should be incorporated into the design in order to reduce the risk of crime affecting the business, customers, staff and locality thereby promoting safer communities and reducing avoidable demand on policing resources.

Electricity North West Ltd - We have considered the above planning application and find it could have an impact on our infrastructure. The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over land.

The application proposes that all structures within the site will be demolished. There is an existing secondary substation within the site boundary provided by the applicant. If this substation is to be demolished these assets must be made safe and recovered by Electricity North West Ltd. In addition, it may be necessary to build a new substation elsewhere to replace the existing one.

United Utilities Plc (Water) Following our review of the Flood Risk Assessment (FRA) / Drainage Strategy we can confirm the proposals are unacceptable in principle to United Utilities. The reason for this is that the FRA was written in advance of our response which differs from the strategy outlined in the FRA.

An up-date will given on this matter prior to the meeting

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

Foul Water- Condition 1 - Foul and surface water shall be drained on separate systems to secure proper drainage and to manage the risk of flooding and pollution.

Surface Water- Condition 2 - 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 (NPPG) with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) 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 in accordance with the approved details to promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Management and Maintenance of Sustainable Drainage Systems - Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise of this potential risk to ensure the longevity of the surface water drainage system. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend a condition regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

Water Comments - We recommend that the applicant provides pump and water storage of 24 hours capacity to guarantee an adequate and constant supply particularly as a multi-storey development is proposed. An access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipes is required. United Utilities also wishes to draw attention to the following as a means to facilitate sustainable development within the region.

Site drainage- In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

The purpose of the planning system is to help achieve sustainable development. This includes securing the most sustainable approach to surface water disposal in accordance with the surface water hierarchy.

It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to use up a significant volume of capacity in our infrastructure. If we can avoid and manage surface water flows entering the public sewer, we are able to significantly manage the impact of development on wastewater infrastructure and minimise the risk of flooding. Managing the impact of surface water on wastewater infrastructure is also more sustainable as it reduces the pumping and treatment of unnecessary surface water and retains important capacity for foul flows.

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

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

Blackpool Services Directorate - A site specific Dust Management Plan must be submitted and approved.

The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control methods to ensure that dust does not travel beyond the site boundary and affect nearby property. Once in place, all identified measures shall be implemented and maintained at all times. Should any equipment used to control dust fail, the site shall cease all material handling operations immediately until the dust control equipment has been repaired or replaced.

Demolition work is not permitted outside the following hours:
Monday to Friday 8am-6pm, Saturday 8am-1pm.
Demolition work is not permitted on Sundays or Bank Holidays.

A construction management plan condition is required. Hours of work to be 8am - 6pm Monday to Friday, 9am-1pm Saturday and no work on Sundays or Bank Holidays.

Due to adjacent residential premises I would suggest delivery/service vehicles are restricted to between the hours of 8am and 7pm once the premises is operational. Details of the kitchen ventilation/extraction system need to be submitted in order to ascertain whether there is any potential for odour nuisance.

Contaminated Land Officer - A desktop study will be required. A Phase 1 report was carried out for the site as it was part of the Talbot Gateway project.

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

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

PUBLICITY AND REPRESENTATIONS

Press notice published: 11 May 2017
6 x site notices displayed: 28 April 2017

Neighbours notified: 25 April 2017- 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

The National Planning Policy Framework (NPPF) was published on 27 March 2012. The NPPF states that the purpose of the planning system is to contribute towards sustainable development. There are three strands to sustainable development namely economic, social and environmental. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. It contains 12 core planning principles including :-

1- 'building a strong, competitive economy'-ensure the planning system does everything it can to support sustainable economic growth.

2-'ensuring the vitality of town centres'-recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.

4- 'promoting sustainable transport'-.....safe and suitable access can be achieved for all people and access is provided to high quality public transport facilities. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure.

7- 'requiring good design'.....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.

12-'conserving and enhancing the historic environment'.....the desirability of new development making a positive contribution to local character and distinctiveness.

The National Planning Practice Guidance - Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation. The successful integration of all forms of new development with their surrounding context is an important design objective, irrespective of whether a site lies on the urban fringe or at the heart of a town centre. Views into and

out of larger sites should also be carefully considered from the start of the design process and innovative design should not be discouraged.

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 -

CS1 - Strategic Location of Development
CS3- Economic Development and Employment
CS4- Retail and Other Town Centre Uses
CS5 - Connectivity
CS7 - Quality of Design
CS8- Heritage
CS9 - Water Management
CS10 - Sustainable Design
CS17- Blackpool Town Centre
CS19- Central Business District (Talbot Gateway)
CS21- Leisure and Business Tourism

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. 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
LQ3 Layout of Streets and Spaces
LQ4 Building Design
LQ5 Public realm Design
LQ7 Strategic Views
LQ10 Conservation Areas
BH3 Residential and Visitor Amenity
BH4 Public Health and Safety
BH17 Restaurants, Cafes, Public Houses and Hot Food Take Aways
AS1 General Development Requirements
AS2 New Development With Significant Transport Implications

ASSESSMENT

Principle of Development- The existing building on the site has two Class A1 retail stores, Wilkinson store and an 'Age UK' store both accessed from Dickson Road with three levels of car parking above, including the roof level, and accessed from Queen Street. Pedestrian access to and from the car park is via a lift in the foyer outside the Wilkinson's entrance. The building is located within the designated Town Centre and the Central Business District (Talbot Gateway) covered by Policy CS19 of the Core Strategy. CS19 states that comprehensive improvement comprising major redevelopment will be promoted and encouraged for mixed use development which will become an important anchor for the north of the town centre. Uses that will be supported includes hotels, an enhanced pedestrian environment, a public transport interchange and retail development including cafes and restaurants.

The application seeks detailed approval for a 4* rated 142 bedroom hotel with associated Class A3/ A4 use (restaurant/ bar) and associated retail units, car parking and pedestrian access enhancements and is therefore considered to be in accordance with Policy CS19. This is a key town centre site close to the Blackpool North railway station and the proposal will increase the town's stock of high quality, modern hotel accommodation and improve the retail and restaurant offer and accordingly strengthen the Central Business District, the town centre and compliment other development projects including the new conference centre at the Winter Gardens.

Design and Scale of Development and its Impact on Central Business District and the Town Centre Conservation Area - The current Wilkinson's building has a heavy and dated concrete appearance with little active frontage and does not therefore make a positive contribution to the surrounding area and detracts from the setting and character of the Town Centre Conservation Area. The building also presents a rather negative image of the town when arriving at Blackpool North railway station. The immediate area would benefit considerably from a quality re-development of the site and will assist in the on-going regeneration of the Central Business District, the town centre and of the resort itself. The relevant local planning policies include:-

Policy LQ1 all new development will be expected to be a high standard of design and to make a positive contribution to the quality of its surrounding area.

Policy LQ2 states new development will be considered in relation to the character and setting of the surrounding area, and should complement the prevailing design character of the surrounding area and/or be high quality contemporary and individual expressions of design.

Policy LQ3 states the layout of all new development will be expected to create or positively contribute towards a connected network of streets and spaces.

Policy LQ4 of the Local Plan states that new buildings less than four storeys or equivalent in height will not be permitted in the town centre and tall buildings rising above the predominant height will be acceptable creating a landmark where one is required.

Policy LQ10 states new development must preserve or enhance the character and appearance of the Conservation Area, and respect the scale, massing, proportions, materials and detailing of similar building forms within the Conservation Area.

Core Strategy Policy CS7 states new development is required to well designed and enhance the character and appearance of the local area and be appropriate in scale, height, layout, appearance and relationship to adjoining buildings.

The proposed hotel is six storey in scale including the lower ground floor. The building has been designed as two distinct blocks using two contrasting materials, one block fronts High Street using a clad stone material and the second block fronts Talbot Road uses a black brick blend material. The submitted plans show a recessed entrance feature adjacent the road junction acting as a focal point. The proposed building has a largely glazed ground floor with a projecting canopy which helps to join the two elements of the building together. The recessed frontage helps to reduce the bulk of the building. The site is considered appropriate for a large landmark building and in accordance with Policy LQ4 and Policy CS7.

Whilst initially most of the application site will comprise surface level car parking and the new tram station, the views of the hotel from Dickson Road will be of the rear elevation which replicate the detailing and the stone cladding and brick blend materials to be used on Talbot Road and High Street. Therefore the development will be a significant improvement when viewed from the Conservation Area and is in accordance with LQ10. Later phase(s) to replace the surface level parking with office and and/or residential blocks will be subject to future planning applications. In terms of Policy CS19 of the Core Strategy the application will add quality to the hotel, restaurant and retail offer available within the Central Business District and the wider town centre. The massing, proportions and quality of design and detailing would be complementary to other buildings in the Central Business District.

Car Parking, Access and Servicing - the application site is highly accessible by bus, rail and tram and therefore future employees and customers will not be necessarily relying on use of a car to get to work or to use the facilities on offer. There are 127 car parking facilities associated with the proposal pending the development of later phases. This is a reduction of 340 spaces from the existing car park. There are however considered to be sufficient car parking space within the surrounding area to compensate for this loss. The 127 new spaces will supplement existing surface parking spaces on Topping Street East and Banks Street and the multi storey car park on Talbot Road. There will also be a hotel car/ taxi drop off on High Street.

A condition requiring the approval and implementation of a Construction Management Plan and for the agreement and implementation of servicing details will be included on any approval of the development to minimise disruption during the construction works from delivery vehicles and to minimise the impact of servicing on residential and visitor amenity and on traffic flows. Servicing of the building is shown on the submitted plans from Queen Street, together with a coach drop off area, although this is subject to the details being agreed by condition.

Pedestrian and public transport links will be significantly improved with the improved underpass connection from the application site linking the new tram station from the Promenade directly into Blackpool North railway station. There will also be a new ramp and steps up from the railway station to High Street. The ramps will comply with current mobility standards and there will also be steps and a lift up from the tram station up to Talbot Road providing good links on foot, and for persons with mobility issues, to and from the application site.

Impact on Residential/ Visitor Amenity- the proposed development will undoubtedly introduce activity and noise in and around Queen Street immediately to the north of the application site, although this is a busy town centre location and the expected activities are not anything over and above what one would expect from a busy town centre location. The existing 460 space multi storey car park generates significant traffic levels and is accessed from Queen Street. Therefore the impact of the proposal on the development is not considered overly significant given the context and the existing situation.

In terms of the physical impact of the proposal on adjacent property, the Wilkinson's building already forms a longstanding and imposing feature within the area. The proposed hotel building will be 17.5 metres high when measured from the High Street end Queen Street. The existing car park is approximately 10-13 metres in height and buildings across Queen Street are approximately 13-14 metres high. The proposed hotel will have some additional physical impact upon adjacent property although there is only a relatively short section of the building abutting Queen Street. This additional is not considered sufficiently harmful to warrant a refusal of planning permission and the considerable benefits from the development outweigh any resulting impact.

Conditions will be imposed on any approval relating to the rooftop plant and the extraction system(s) from the kitchen(s) within the development to minimise the amenity impact.

Economic and Employment Benefits - Re-development of the site will bring with it significant construction employment during the building works and also significant employment within the hotels, shops and restaurant upon completion although details as to the exact number of jobs that will be created is as yet unknown. The regeneration project will add to the vitality, viability and local economy in and around the Central Business District and strengthen and enhance the town centre offer.

Other Matters - crime risk- Police comments set out what have become fairly standard security features for town centre, hotel, retail, restaurant/ bar and pedestrian facilities. These comments have been passed onto the agent and any comments in response will be reported via the Update Note.

Site drainage- conditions relating to foul and surface water drainage have been included on this agenda report together with other technical conditions relating to odour extraction and the plant and ventilation equipment.

Flood risk- the application site is within Flood Risk Zone 1, which has a low flood risk and therefore this should not be a factor in the re-development of the site. An update will be given prior to the meeting on the initial United Utilities' comments.

Contaminated land - a desktop study has been recommended by the Contaminated Land Officer to deal with any land issues. The application site was formerly part of the railway station. An appropriate condition will be imposed on any approval.

CONCLUSION

For the reasons outlined above the proposal is considered to be in accordance with the relevant local and national planning policy and guidance and should therefore be supported.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None.

FINANCIAL BENEFITS

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) 09/1582 and 11/0723 which can be accessed via the link below:

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

Recommended Decision: Grant Permission

Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three

years from the date of this permission.

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

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

Location Plan stamped as received by the Council on 20/04/2017

Drawings numbered:-

7543 L(00)77 B - Location Plan
7543 L(00)88 - Demolition Plan
7543 L(00)70 C - Phase 1 Site Plan – Lower Ground
7543 L(00)56 D - Phase 1 Site Plan – Ground Floor
7543 L(00)82 B - Phase 2 Site Plan – Lower Ground
7543 L(00)55 D - Phase 2 Site Plan – Ground Floor
7543 L(00)33 Q - Lower Ground Floor Plan
7543 L(00)34 L - Ground Floor Plan
7543 L(00)80 C - 1st Floor Plan
7543 L(00)35 K - 2nd 3rd and wilkinson4th Floor Plan
7543 L(00)71 F - Roof Plan
7543 L(00)11 F - Colour Lower Ground Floor Plan
7543 L(00)12 F - Colour Ground Floor Plan
7543 L(00)13 F - Colour Typical Floor Plan
7543 L(00)14 C - Colour Roof Plan
7543 L(00)104 - Lower Ground External Works Plan (Landscape)
7543 L(00)105 - Ground Floor External Works Plan (Landscape)
7543 L(00)44 E - Proposed South Elevation (Talbot Road)
7543 L(00)45 E - Proposed East Elevation (High Street)
7543 L(00)46 E - Proposed North Elevations (Queen Street)
7543 L(00)47 E - Proposed West Elevations (New Square)
7543 L(00)83 B - Proposed Colour South Elevation (Talbot Road)
7543 L(00)84 B - Proposed Colour East Elevation (High Street)
7543 L(00)85 B - Proposed Colour North Elevations (Queen Street)
7543 L(00)86 B - Proposed Colour West Elevations (New Square)
7543 L(00)05 E - Section A-A
7543 L(00)36 D - Section B-B
7543 L(00)102 A - Section C-C
7543 L(00)21 C - Colour Section A-A
7543 L(00)59 C - Colour Section B-B
7543 L(00)103 A - Colour Section C-C
7543 L(00)38 C -Sketch View 1
7543 L(00)39 D -Sketch View 2
7543 L(00)40 C -Sketch View 3

7543 L(00)41 D -Sketch View 4
7543 L(00)42 D -Sketch View 5
7543 L(00)60 B -CGI View from Train Station
7543 L(00)61 B -CGI View from Bickerstaffe Square
7543 L(00)62 B -CGI View from Tram Terminus
7543 L(00)30 C -CGI View from Talbot Road

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 submitted plans details of external materials to be used, including brick, tiles, glazing and window/ door frames and metalwork on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of works above ground level.

Reason: In the interests of the appearance of the locality, in accordance with Policies LQ1, LQ2, LQ4, LQ9, and LQ10 of the Blackpool Local Plan 2001-2016 and Policies CS7, CS8 and CS19 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

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

5. Prior to the development hereby approved being first brought into use the car

parking provision shown on the approved plans shall be provided and shall thereafter be retained.

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

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

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. The building/use(s) hereby approved shall not be occupied/first commenced until the servicing arrangements, including delivery times, have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority; the servicing shall thereafter carried out in accordance with the approved details and such areas shall not be used thereafter for any purpose other than that indicated on the approved plan and all servicing including loading and unloading shall take place from within the servicing area shown.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ4 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. Prior to the development hereby approved being first brought into use the secure cycle storage and refuse storage provision shall be provided in accordance with details to be submitted and approved in writing with the Local Planning Authority and shall thereafter be retained.

Reason: To enable access to and from the property by sustainable transport mode and to ensure safe and adequate refuse storage provision, in accordance with Policies AS1, LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policies CS5

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

9. 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 completed prior to the first occupation of the building 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.

10. Prior to the commencement of any development, details of the foul drainage scheme to serve the development shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. The building shall not be occupied until the approved foul drainage scheme has been completed to serve that building, in accordance with the approved details. This development shall be completed maintained and managed in accordance with the approved details.

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.

11. Details of an external lighting scheme to the building to be incorporated into the development shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of works above ground level and such scheme shall be implemented prior to the first occupation of the development hereby approved and retained thereafter.

Reason: In the interests of the appearance of the development in accordance with Policies LQ1, LQ4 and LQ10 of the Blackpool Local Plan 2001-2016 and Policies CS7, CS8 and CS18 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

12. A window display shall be maintained at all times in the ground floor front windows to High Street and Talbot Road unless otherwise agreed in writing with the Local Planning Authority.

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.

13. Prior to the development/ use(s) hereby approved being first brought into use the

rooftop ventilation system and ducting detailed and submitted and approved as part of the application shall be provided and shall thereafter be retained.

Reason: In order to safeguard the residential amenity of the occupants of neighbouring premises and in the interests of the appearance of the locality in accordance with Policies BH3 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

14. Details of the appearance, technical specification and siting of any external ventilation ducting and plant from the kitchen areas shall be submitted to and agreed in writing by the Local Planning Authority before development commences. The agreed ducting and shall then be provided prior to first use and shall thereafter be retained.

Reason: To safeguard the living conditions of the occupants of nearby residential premises, in accordance with Policies BH3 and LQ14 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

Not applicable