

Planning Application Reports – Update Notes

Listed below are changes to the planning reports made as a result of additional information received since the publication of the agenda for this meeting.

Case: Year:	Address:	Update:
16/0490	MARTON MERE HOLIDAY VILLAGE, MYTHOP ROAD	<p>Letters from the applicant’s agent appended to the update note in response to comments received on the application</p> <p>Additional conditions –</p> <p>Before any caravans are placed on the application site the footpath upgrades detailed on the approved plans shall be implemented and retained.</p> <p>Reason: To allow for year round public access to the land and Marton Mere/the footpaths around Heron's Reach golf course in accordance with Policy BH8 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.</p> <p>Before any caravans are placed on the application site a management plan for the proposed landscaping and footpath upgrades shown on the approved plans shall be submitted to and approved by the Local Planning Authority. The management plan shall be implemented in accordance with the approved details.</p> <p>Reason: To allow for year round public access to the land and Marton Mere/the footpaths around Heron's Reach golf course and in the interests of residential amenity in accordance with Policies BH3 and BH8 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.</p>

<p>17/ 0276</p>	<p>SITE OF WILKINSON'S STORE, BOUNDED BY QUEEN STREET, HIGH STREET, TALBOT ROAD AND DICKSON ROAD, BLACKPOOL</p>	<p>The caravans shall not be occupied between 17 January and 28 February in any calendar year</p> <p>Reason: To prevent permanent occupation of the caravans in accordance with Policy CS21 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027</p> <p>Highways & Traffic Management Services- The proposed scheme seeks comments on a number of matters connected with the latest phase of the Central Business District scheme, namely Underpass, Temporary Car Park and Hotel development.</p> <p>The proposed Tram Terminus does not form part of this application and I intend to provide some comments to ensure the site (following demolition of the current building) is left in an acceptable state.</p> <p><u>UNDERPASS (HIGH STREET)</u></p> <ol style="list-style-type: none"> 1. Extensive discussions have taken place with the Highways & Traffic team in relation to the new underpass. Agreement has been reached in principal to the specifics of the underpass scheme through other processes and this is one that can be supported. Please be aware that any temporary works proposed (to allow the main works to be undertaken) will have to be reviewed and approved following submission of the appropriate information (structural calculations, drawings, works package to name a few) 2. Highway rights have been secured over the existing underpass (and it is maintained at public expense). There will be a requirement to stop-up the highway via S247 of the Town & Country Planning Act. This must be done prior to any works being undertaken to fill-in/demolish the existing structure. 3. The developer must liaise with Blackpool Council, as Highway Authority in a timely fashion in relation to the works and programming. High-level discussions have taken place but the detail is currently lacking due to the works package not being let. It is crucial that there is clear dialogue with Traffic & Highways with regards to how the works will be managed and executed. 4. The replacement structure would be classed as a new highway asset, in order for this to be handed over to the Council following completion and for ongoing maintained, I consider it necessary that the developer enters into a S278/S38 Agreement to ensure the works are completed to the satisfaction of the Highway Authority.
-----------------	---	---

		<p><u>TEMPORARY CAR PARK</u></p> <p>5. Traffic control proposed either side of the proposed tramlines – further detail required in terms of what this is and how it operates.</p> <p>6. Car Park layout is ok, please note that the aisle widths in some areas in below the recommended 6m.</p> <p>7. I would advise that the two nearest spaces in the vicinity of the to the proposed tram-lines be omitted due to the potential for conflict between car drivers and trams – suggest these spaces be allocated to another use - soft landscaping maybe.</p> <p>8. DDA compliant spaces underprovided, the norm is 10%, which equates to 13 spaces (rounded up), 7% is acceptable here, which equates to 8 spaces (rounded up). DDA provision to be increased – the obvious this to do here it to allocate the complete bank of spaces where the current 6 DDA are shown to DDA parking.</p> <p>9. Motorcycle parking to be introduced.</p> <p>10. Section 8 of the Design and access statement makes reference to concessionary rates for hotel guests using the car park – further details required for discussion with the Head of Parking at Blackpool Council.</p> <p>11. I note you have included some conditions (which I will pick-up later on in this response) in relation to lighting and drainage. I feel there should be one specifically for the car park to include the following (this is not an exhaustive list)</p> <ul style="list-style-type: none">• Lighting, Drainage, Boundary Treatment, Signage, Pay machines <p><u>HOTEL DEVELOPMENT</u></p> <p>12. The footprint of the hotel scheme is smaller in size than the current building, new areas of highway will be created and possibly some areas of the existing highway maybe built upon – cannot make out for definite from the plans.</p> <p>13. Servicing Bays have been created on Queen Street in agreement with Traffic & Highways – is the use solely for the hotel or will the use be extended to the retail spaces? There must be clear instructions (within the lease) to the end operators of the hotel and retail units with regards to servicing arrangements. We cannot be in a situation where vehicles are abandoned on Talbot Road, High Street or within the proposed Tram terminus – this must be clearly setout from the beginning.</p> <p>14. Detail required in terms of how the site will be left following demolition of the existing building, this to ensure it is left in a reasonable state prior to the construction of the Tram Terminus.</p> <p>15. The public highway on High Street (footway) is shown to be treated with the same palette as the surrounding</p>
--	--	--

		<p>area - this is acceptable. The same to be done for the area of footway on Dickson Road (east side) between the zebra crossing and Queen Street.</p> <p>16. The responsibility to maintain existing and new public highway areas will continue to sit with Traffic & Highways, this can be extended to include new areas on High Street and Talbot Road. Can you seek clarification with regards to the area behind the hotel and where the Tram Terminus will be situated. Preference would be for others to manage and maintain this area – there is no benefit to the Council as Highway Authority to take on the maintenance of this area. Information on how this managed would be useful.</p> <p><u>TRAM TERMINUS</u></p> <p>The Tram Terminus does not form part of this application but there is a clear interface between this scheme and the proposed Tram extension scheme.</p> <p>17. Discussions have taken place between officers managing each scheme (Highways & Traffic have been party to these meetings). It is crucial that discussion continue on a regular basis to ensure a co-ordinated effort is made for both schemes (the same applies to the Quality Corridor Project, which is being managed by T&H). Whilst this is not a matter for the Planning Committee to consider, frequent meetings is key to the successful delivery of these Corporate Scheme and to ensure that we in Traffic & Highways can manage the highway network to the best of our ability. It is inevitable that schemes of this nature will create disruption so effective planning and programming is important.</p> <p><u>CONDITIONS</u></p> <p>I have reviewed your email relating to conditions, the following are included: Construction Management Plan, car Parking, servicing, Cycle Storage, Lighting</p> <p>18. The CMP condition to cover the different phases of the scheme (excluding the Tram Terminus works, which is not subject to this application).</p> <p>19. A condition relating to Demolition to be included.</p> <p>20. A condition relating to stopping-up of the existing highway (underpass and possibly other areas – see point 12 - not sure if this is possible)</p> <p>21. An advice note to be included requiring the developer to enter into a combined S38/S278 agreement with the Council for new highways/assets which the developer may put forward for adoption.</p> <p>22. A Travel Plan should be conditioned.</p>
--	--	--

		<p><u>OFF-SITE HIGHWAY WORKS (THIS DOES NOT INCLUDE THE UNDERPASS AND ASSOCIATED RAMP /STEP CONSTRUCTION)</u></p> <ul style="list-style-type: none"> •Creation of the loading bay on Queen Street •Creation and revocation of taxi ranks on Queen Street •Opening-up of Queen Street to traffic where it meets High Street –the layout shown require a review as the layout •Creation of the pick-up/drop-off on High Street – the actual positioning of this is currently in abeyance (T&H are dealing directly with the developers designers on this) <ul style="list-style-type: none"> • Works to create new footway areas on High Street and High Street/Talbot Road junction. Footway paving to extend further along Dickson Road (between zebra crossing and Queen Street) Formation of the new vehicle access into the car park from Queen Street. <p><u>GENERAL</u></p> <p>In order to deliver the different elements of the scheme, there may be a requirement to close certain roads or restrict traffic movements at times. To facilitate this, Temporary Traffic Regulations Orders will be required, which can take 8 weeks to process. The developer to liaise with Highway & Traffic in advance of the works commencing to ensure this is in place. Clear demarcations to be introduced between public highway areas (existing and new) and areas that are to be managed by others. For the restaurant use, is there a requirement for outdoor café areas? If so, this will be subject to a street café licence but only if on the public highway. The hotel and retail spaces will require formal postal addresses.</p> <p><u>Planning Officer response</u></p> <p>Additional and amendments to conditions</p> <p>Taking into account the above comments it is proposed that the following conditions will be included on any planning permission:-</p> <ul style="list-style-type: none"> • Agreement and implementation of a Travel plan • Agreement and implementation of a scheme of Off-site highway works • The detailed layout of the car park • Specific reference to demolition works in the CMP • Amended wording to condition 5 to reflect the fact that the car park is a temporary feature
--	--	---

Mr G Johnson
Blackpool Council
Corporation Street
Blackpool
FY1 1LZ

Date: 24 March 2017
Our ref: 41745/NT/NMa/13560100v2
Your ref: 16/0490

Dear Gary

APPLICATION REF: 16/0490 – MARTON MERE HOLIDAY PARK

As you know from our discussions, we have been considering the issues raised by various consultees in connection with the above application, and, in particular, the proposed siting of new static caravans. As you will read, we are seeking to amend the application, to positively respond to key issues, primarily related to ecological matters.

On 11th March 2017 a consultation event was held for local residents to present a series of revised plans showing the development of a limited number of static caravans on the site. These were well received and we are now pleased to formally submit revised plans in respect of the above planning application.

The original proposals had been developed following early discussions with officers including a site visit. Following submission of this application a number of comments were received in respect of the proposals from local residents and statutory consultees. Bourne Leisure prides itself on positive working relationships with local authorities and its park neighbours and therefore a decision was taken to amend the proposals and significantly reduce the scale of development being proposed.

The revised scheme proposes the following:

- 1 A reduction in the total number of static caravans being proposed from 55 to 31;
- 2 Removal of the northern clusters of static units adjacent to the Mere;
- 3 Development on the less environmentally sensitive field to the west of the Park with management of adjoining areas to enhance wider habitats;
- 4 The retention and upgrading of footpaths through the site to the Mere, providing good access for all at all times of the year and a significant improvement over the existing situation;
- 5 Significant levels of planting and landscaping introduced;

The following plans are submitted with this letter:

- 954/32/1
- 954/32/1A
- 954/32/2

- 954/32/2A
- W2071 SK02 F
- W2071 FP01 B
- W2071 SE01 B
- W2071 1002

Consultation Event

As highlighted above on Saturday 11th March between 9.30 am and 13.00 pm a consultation event was held at the Marton Mere Visitor Centre to explain the proposed amendments to the scheme and invite comments in respect of the changes. Invites for the event were sent out to 124 residents and it was attended by 23 people. Feedback forms were available for people to respond to four questions about the revised scheme. The questions were:

Question 1 - Do you agree with our need to invest to improve the Park?

Question 2 - Do you support the proposed footpath improvements providing better access for all to the Mere?

Question 3 - Do you prefer landscaping option 1 or 2 as shown on Plan W2071 SK02 D?

Question 4 - Having seen our revised proposals what do you think?

In respect of question 1, 42% of respondents (6) agreed that there was a need to continue investing in the park, with 29% (4) of respondents disagreeing or (4) saying they didn't know in respect of this statement.

In respect of question 2, 85% of respondents (11) support the proposed footpath retention and improvements with only 15% (2) not supportive of this approach.

Question 3 related to the plans which put forward two options in respect of tree and landscape screening at the southern boundary of the site. Option 1 proposes denser, taller scrub between the boundary of the site and the static caravans, whereas option 2 shows a lower level of landscaping sufficient to screen views of the caravans but to retain longer distance views from the adjoining properties to the Mere. The view of residents at the consultation event was that option 2 was preferred by 67% (4 votes) to 33% (2 votes).

The key question no.4 asked for feedback in respect of the revisions. In total, 67% of respondents mention support for the proposals particularly compared to the previous plans, 3 responses (20%) highlight no support for the proposal and 2 responses (13%) raised comments in respect of the proposed footpath to the west of the site.

All feedback forms are included at Appendix 1 of this letter.

We set out below a response to the key issues raised during the consultation event and the application process to date.

Impact on the Mere and the wider environment

The scheme has been amended to remove the proposed statics adjacent to the Mere. The revised proposals therefore ensure that no development is proposed within the LNR / SSSI which accords with the advice provided by Natural England. The location of the proposed retained statics will not have any adverse impact on the Mere particularly in relation to noise and light impacts.

Bourne Leisure is an award winning resort operator and working together with nature plays an important role at each of their Parks, particularly those located in close proximity to key environmental designations

such as Marton Mere. They employ an extensive team committed to maintaining and protecting the environment. The revised proposals will retain the sympathetic relationship of the Park to the Mere and will also allow measures to be introduced which will provide further environmental enhancement of the site.

Access to the Mere

The proposed scheme now retains the existing footpath link through to the Mere and this link will be upgraded and enhanced. Furthermore, an existing informal route to the west of the site will be improved, allowing access for all at all times of the year. The proposed scheme will therefore provide an improvement in terms of the quality of footpaths through to the Mere for everyone regardless of whether they are staying at the Park or not.

The potential loss of a route was a key concern for a number of local residents and the proposals have recognised and addressed this.

Impact on Biodiversity

Baker Consultants was commissioned by Bourne Leisure to investigate the potential ecological impacts of extending the Caravan Park to the north and west of the existing footprint. Following a Preliminary Ecological Appraisal, which involved a site survey and a desk study to search for records of protected species, it was concluded that further survey work was required to fully determine any potential ecological impacts on the development site and the neighbouring Marton Mere SSSI. The areas proposed for development were subject to a detailed botanical survey during summer 2016 and a further desk study was carried out to investigate the potential for disturbance of the birds that are associated with the SSSI. In response to concerns that were raised by Natural England and RSPB, Baker Consultants discussed with Natural England, potential options to resolve the concerns.

The results of the field surveys confirmed that the botanical interest of the development site was limited to common species that were typical of rough grassland, amenity-managed grassland and scrub habitats. The desk study and field surveys did not find any evidence to indicate the presence of protected species such as badger, roosting bats and great crested newt within or in close proximity to the site. During the field surveys the birds that were present in the proposed development area were noted and this data was combined with a detailed desk study. In order to address the concerns of Natural England and to offset habitat loss, the development footprint has been modified and management of the land to the southwest of Marton Mere (outside of the development footprint) is being proposed. At present the rough grassland and scrub to the southwest of the SSSI is of some value for a limited number of bird species, but with active management of the grassland, which will include rotational mowing, there is an opportunity to create hay meadows and to provide a mix of short and tall grassland during winter. In the short term this will benefit birds and invertebrates and in the long-term, will also enhance the botanical interest of the site and offset the initial loss of habitat.

Furthermore, the proposals will result in additional landscaping and tree planting across the site contributing to appropriate screening of the development but also to visual amenity and habitat enhancement for wildlife.

A cluster of marsh orchids are located to the west, outside of the application site and any improved footpath link will ensure it is located so as not to cause any adverse impact on them.

Increased Disturbance

It is important to note that there has not been a single noise complaint made against the Park in excess of two years. The Park has a zero tolerance approach to noise and disturbance and 24 hour security on site. It

is clearly not in the best interests of the Park management to tolerate excessive noise and disturbance given the impact this will have on other Park guests and also local neighbours. The existing park management measures will ensure no adverse impact in respect of noise and disturbance.

A 24 hour contact number is available for guests and neighbours to contact should any issues relating to noise and disturbance arise.

New lighting as part of the proposal will be carefully positioned and directed to prevent light spillage. Bourne Leisure are currently reviewing existing lighting across all Parks with the intention of ensuring they minimise any impact in respect of spillage and glare.

Fencing on the boundary which has been damaged will be repaired. However, this is a separate matter, unconnected with this application.

Highways and Parking

Each static has designated parking and the current parking arrangements at the Park are such that there is more than enough spaces for staff and guests.

There will be no change to existing access arrangements which currently operate within capacity. The small scale increase in statics will not have an adverse impact on highway safety or the overall highway network.

Flood Risk and Drainage

The proposed development lies in Flood Zone 1 and is therefore at a low risk of flooding. Each of the static caravans will be serviced with foul drainage and water supply, all of which will be extensions from the existing private networks for each with no necessary involvement or connection to existing adopted networks.

It is proposed that surface water is dealt with by fully sustainable dispersal methods utilising porous materials, storage crates for the collection and gradual dispersion of surface water and perforated metro drain connections from any road gulleys and between the attenuation crates themselves so that the proposed development does not add any surface water runoff beyond that which exists presently from the existing open spaces. This is an important aspect of the proposed development because it is imperative that such development does not adversely impact on either the mere or areas beyond the site.

Conclusion

We are pleased to submit on behalf of Bourne Leisure revised plans for small scale development at Marton Mere Holiday Park. We have recognised the concerns of local residents and amended the scheme accordingly, the proposed scheme also provides benefits over the current situation in terms of access arrangements to the Mere and environmental enhancements.

The density of development is extremely low and reflects the large areas of open space retained on the development site.

Bourne Leisure is a key contributor to the local tourist economy and to local employment and the proposed development will enhance this contribution further. The company is also an award winning operator particularly in terms of how they integrate development with the environment and the proposals will ensure that the current sympathetic relationship with the Mere remains.

There have been no examples of any complaints relating to noise and disturbance at the Park for a number of years and it is clearly in our clients' interest to retain good relationships with Park neighbours. The proposed

development will not cause unacceptable noise and disturbance issues, and there are strict management and security procedures in place to ensure this.

The changes made to the proposal were very well received at the consultation event. Bourne Leisure work closely with their neighbours and local authorities and we consider the amendments made to the scheme represent a good example of them listening to and addressing the concerns made and also ensuring that any changes provide an improvement over the current situation for the benefit of all.

The proposals represent a high quality development which will perform a positive economic, social and environmental role and comprises sustainable development in accordance with the provisions of the Framework. As a result there is a presumption in favour of granting planning permission.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink that reads "Nathan Matta". The signature is written in a cursive style with a period at the end.

Nathan Matta
Associate Director

Mr G Johnson
Blackpool Council
Corporation Street
Blackpool
FY1 1LZ

Date: 27 June 2017
Our ref: 41745/NT/NMa/14180975v3
Your ref: 16/0490

Dear Gary

APPLICATION REF: 16/0490 – MARTON MERE HOLIDAY PARK

We have been monitoring the response to the planning application since it was amended, following public consultation. We thought we should set out our comments on the responses. As you will be aware from previous correspondence, a public consultation event was held which displayed the suggested amendments to the application. On the whole the amendments were well received and we were encouraged by the significant support received on the day in relation to the revised proposals. Notwithstanding this, some objections have been made and we respond to the key planning issues below. A number of these comments have already been addressed in our letter, 24th March 2017 (attached for ease of reference).

Bourne Leisure's Environmental Credentials

Comment has been made in the responses about a perceived lack of regard to the environment from Bourne Leisure. This is a misconception: the company puts real effort in creating a special relationship between the holiday resort and the environment it is located within. This is particularly relevant at Marton Mere where it is imperative that the park works in harmony with the Marton Mere SSSI and LNR.

The Park has held a David Bellamy Gold award for over 10 years. The Park is assessed annually on how it is managed to benefit wildlife and associated habitats and amenity space. In addition the Park must demonstrate that the environment and carbon footprint is managed effectively.

In addition, the Park received a special award last year from David Bellamy for work primarily relating to educational and practical activities around the natural environment.

The Park holds a silver award from Green Tourism which requires the Park to clearly demonstrate green practices around energy, waste, water as well as environmental management and education.

Bourne Leisure work in collaboration with Blackpool Council Rangers who have a base on Park from which to manage the Mere. This attracts many birdwatchers and local school visits, as well as being a popular dog walking route for the local community.

Furthermore, Bourne Leisure has its own full time Ranger on Park who is responsible for hosting activities linked to the outdoors, wildlife and habitats. The most popular activity is family bird box making sessions.

It is this commitment to the environment that makes Bourne Leisure such a unique and valuable asset to Blackpool's tourism offer.

Noise and Light Disturbance

The Park has a zero tolerance approach to noise and disturbance and 24 hour security on site. It is clearly not in the interests of the Park management to tolerate unacceptable noise and disturbance given the impact this will have on other Park guests and also local neighbours. The existing park management measures will ensure no adverse impact in respect of noise and disturbance.

A 24 hour contact number is available for guests and neighbours to use should any issues relating to noise and disturbance arise.

New lighting as part of the proposal will be carefully positioned and directed to prevent light spillage. Bourne Leisure is currently reviewing existing lighting across all Parks with the intention of ensuring they minimise any impact in respect of spillage and glare. Given the significantly reduced scale of development lighting will be kept to a minimum.

Impact on Ecology

The ecology surveys were carried out in accordance with the guidelines issued by the Chartered Institute of Ecologists and Environmental Managers (CIEEM) and completed by experienced consultants. Bourne Leisure has always taken a robust and comprehensive approach to any ecology consultancy work required so that it can demonstrate that an application is in full compliance with policy and legislation. Bourne is also willing to put in place appropriate mitigation / compensation wherever it is required and often beyond the minimum that is necessary.

For this particular example, Bourne Leisure has scaled down the development precisely because they acted upon the concerns of Natural England and the RSPB. Following the modifications, Natural England has subsequently withdrawn an objection to the development, for the very reason that the development will not have an adverse impact on the SSSI and associated bird communities.

Impact on Amenity

A concern is raised that the proposals will impact on levels of amenity in the area, but the opposite is true, as the revised proposals will actually improve the access to amenity through the retention and upgrading of footpaths through the site to the Mere, providing good access for all at all times of the year and a significant improvement over the existing situation.

Drainage

As highlighted previously, each of the static caravans will be serviced with foul drainage and water supply, all of which will be extensions from the existing private networks for each with no necessary involvement or connection to existing adopted networks.

We note that no objection to the proposals has been received from either United Utilities or the Environment Agency in respect of drainage requirements.

Compliance with Planning Policy

The planning statement submitted with the application demonstrates the acceptability of the development having regard to key national and local planning guidance.

In respect of the specific policies referenced in one of the objection letter we would make the following comments:

- 1 The proposals are of a high quality design and introduce significant levels of landscaping to complement the improved spacing and environmental quality of the development. The proposals will therefore accord with policy LQ1 of the Local Plan.
- 2 The amendments to the development footprint and management of the land to the southwest of Marton Mere provides an opportunity to create hay meadows and to provide a mix of short and tall grassland during winter. Furthermore, the proposals will result in additional landscaping and tree planting across the site contributing to habitat enhancement for wildlife. As a result, the proposals will comply with policy LQ6 of the Local Plan.
- 3 As confirmed by Natural England, the development will not adversely impact on the wildlife and nature conservation importance of the SSSI and therefore the proposals are acceptable having regard to policy NE4 of the Local Plan.

Park Expansion and Anti-Social behaviour

Some of the objections highlight concerns about the expansion of the Park however, it must be noted that there are now actually far fewer caravans on the Park than in previous years as a result of layout changes and an increase in landscaping and space between caravans.

However, based on the current proposals a small increase in visitor numbers is inevitable with the development being proposed, concern is raised about potential for disturbance and damage from the increased visitor numbers.

As highlighted previously, the existing park management measures will ensure no adverse impact in respect of damage and disturbance.

Fencing on the boundary which has been damaged will be repaired. However, this is a separate matter, unconnected with this application.

Highways

Concern is made about the existing access arrangements. We are pleased to note the comments from the Head of Transportation which confirms support for the revised proposals on the basis that vehicle trips to and from the site will be reduced.

Other comments are made relating to water supplies, water rates, grant funding and boundary fencing but these comments are not considered relevant in planning terms to the determination of this application.

Conclusion

Bourne Leisure is a key contributor to the local tourist economy and to local employment and the proposed development will enhance this contribution further. The company is also an award winning operator particularly in terms of how they integrate development with the environment and the proposals will ensure that the current sympathetic relationship with the Mere remains.

There have been no examples of any complaints relating to noise and disturbance at the Park for a number of years and it is clearly in our clients' interest to retain good relationships with Park neighbours. The proposed development will not cause unacceptable noise and disturbance issues, and there are strict management and security procedures in place to ensure this.

The changes made to the proposal were very well received at the consultation event. Bourne Leisure work closely with their neighbours and local authorities and we consider the amendments made to the scheme represent a good example of them listening to and addressing the concerns made and also ensuring that any changes provide an improvement over the current situation for the benefit of all.

We hope that Members are able to support the recommendation of officers in order to allow this high quality and highly sustainable development to proceed.

Yours sincerely

A handwritten signature in black ink that reads "Nathan Matta". The signature is written in a cursive style with a period at the end.

Nathan Matta
Associate Director

enc.

**PLANNING COMMITTEE
4 JULY 2017 – ORDER OF BUSINESS**

APPLICATION No/Recommendation	DESCRIPTION	ORDER OF BUSINESS	DETAILS
Agenda Item 7 Application 17/0247 Officer's recommend: Grant Permission Pages 49 to 58	External alterations and use of ground floor as altered as one self-contained permanent flat. 26 DALE STREET, BLACKPOOL, FY1 5BX	INFORMATION FROM OFFICERS	
		OBJECTORS	
		APPLICANT/AGENT/SUPPORTER	
		WARD COUNCILLOR	
		<ul style="list-style-type: none"> • DEBATE BY COMMITTEE • DECISION 	

**PLANNING COMMITTEE
4 JULY 2017 – ORDER OF BUSINESS**

APPLICATION No/Recommendation	DESCRIPTION	ORDER OF BUSINESS	DETAILS
Agenda Item 8 Application 17/0276 Officer's recommend: Grant Permission Pages 59 to 78	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. SITE OF WILKINSON'S STORE, BOUNDED BY QUEEN STREET, HIGH STREET, TALBOT ROAD AND DICKSON ROAD, BLACKPOOL, FY1 2LF	INFORMATION FROM OFFICERS	
		OBJECTORS	
		APPLICANT/AGENT/SUPPORTER	
		WARD COUNCILLOR	
		<ul style="list-style-type: none"> • DEBATE BY COMMITTEE • DECISION 	