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**Planning Application Reports – Update Notes**

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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.

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Case:	Address:	Update:
17/0626	420 WATERLOO ROAD	<p><b>E-mail received today from the applicant's agent withdrawing the application</b></p> <p><b>Comments received from the Head of Highways and Traffic Management -</b></p> <p>The siting of the cabin to the front of the building will remove one, possible two car parking spaces from use. I understand there are issues with parking on the side street due to the type of business that operates out of here. This may compound the problem further.</p> <p>With regards to the requirement for a proper vehicle access to the front, the application site is located on the A5073, Waterloo Road, which is a well-trafficked, strategic route subject to a 30mph speed limit. A reversing manoeuvre is needed to enter or leave the site, neither of which is ideal on Waterloo Road as it is busy for the majority of the day. The application site is also opposite a bus stop and the layout of parking area is such that all of the space is utilised for car parking. For these reasons normally I would be mindful to resist an application of this nature. However, neighbouring premises to the east have similar frontages, where off road parking areas are available. Therefore, in these circumstances, I see little point in objecting to the proposal. Precedent has already been set, and the reasons for resisting the proposal, though logical, are highly</p>

		likely to be over-ruled at appeal, given the existence of existing crossing points within close proximity. In conclusion, whilst not ideal I will not be raising an objection to this proposal.
17/0466	LAND AT WARREN DRIVE	<p><b>The application is to be deferred to the meeting on 23 January 2018 to allow for further discussions with United Utilities regarding the drainage proposals for the development and in light of the recent flooding event on Warren Drive.</b></p> <p><b>Waste Services Manager</b> - The roads look acceptable with suitable widths for the refuse vehicles to travel. The footway and roads need to be suitable for 26 tonne vehicles. I can see some trees at refuse points which need to be maintained as they can hinder the view of the driver and damage the vehicle depending on how big they are.</p> <p><b>Condition 2</b> plan numbers are Location Plan stamped as received by the Council on 07/07/2017</p> <p>Drawings numbered</p> <p>4B6P1179FF, 4B6P1179GF, NHTR-1213-102, NHTR-858-100, NHTR-1213-100, NHTR-3B 912 H-101-02, NHTR-3B 912 H-101-01, SD-WALL1, SD-FENCE1, SD-RAIL1, 4B6P, 3B6P, 4B7P, 4B6P1179ELEV, 2B4P, 3B5P, PL-01 REV L, SS-02, 5287.01 REV D, 5287.02 REV C, 1527-F02 REV A, GW-01</p> <p><b>Condition 8</b> needs amending to refer to the bin storage areas being provided prior to the houses nearest to them being occupied</p> <p><b>Condition 19</b> needs amending to refer to the houses on which the bat and bird boxes are to be provided not being occupied until the bat or bird box is provided (i.e. the houses on plots 9, 17, 18 ,20, 28, 32, 49 and 51)</p> <p>An additional condition is required to secure the provision and retention of the affordable housing within the development</p>

17/0640	MA KELLY'S, 44-46 QUEENS PROMENADE	<p><b>Objection from Chorlton Hotel, 38 Hull Road-</b> Having suffered statutory noise nuisance between 2005 and 2012, I very much wish to whole heartedly give my support to the objections raised by the Elgin Hotel. The damage to a business caused by noise can be extreme, as I have experienced. Not only that but the devastating effect on the lives of those directly affected must in no way be underestimated.</p> <p>Fortunately the team at Ma Kelly's appear to be fully responsive to complaints unfortunately in my case I was not so lucky. I appreciate the investment made at the former Uncle Tom's Cabin especially considering alternative proposals for the site.</p> <p>I would also challenge the human rights statement. When guests book into a hotel, they are in reality renting the room(s); as such for the duration of their stay the rented room becomes their property, in the same way that a rented house becomes a tenant's property. Thus as Mr Seddon at the Elgin Hotel has clearly shown that his guest have had their enjoyment of "their property" compromised as a direct result of the applicants existing property, and with the proposal being much closer the risk becomes far more real and there is clearly a Human Rights issue.</p> <p>Should the Planning Committee pass this proposal, then there does need to be a commitment from the applicant to make noise reduction measures far stronger and ensure an effective management strategy is put in place to minimise any potential noise nuisance.</p> <p><b>Police-</b> The Crime Impact Statement is formed based on local crime figures and trends, incidents reported to the police and community knowledge gathered from local policing teams. The security measures are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development.</p>
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		<p>be stored in a securely locked room which is fitted with a PIR motion sensor linked to the intruder attack alarm. The extension should be added onto the intruder attack alarm. Impact sensors should be fitted to all doors and windows and PIR motion sensors fixed internally. Panic alarms should be located in easily accessible staff only areas that are not easily visible or accessible to customers.</p> <p>Lights should be installed at all external doorsets including emergency exits. External lighting is often provided at front doors however as most burglaries target the side and rear elevations, external lighting should be installed at all doors.</p> <p>These measures should be incorporated into the scheme in accordance with <b>Blackpool Local Plan Part 1 : Core Strategy (2012-2027) Policy CS7: Quality of Design and Section 17 of the Crime and Disorder Act 1998</b> - without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.</p> <p><b>Environmental Protection-</b> We have a Lancashire wide policy document regarding noise from development. It was approved by all the Lancashire local authorities. My comments and recommendations are World Health Organisation standards taken directly from that. We have asked for submission of methodology and a noise assessment to ensure that the building extension is designed and built to control noise to within the WHO guidelines for sleeping etc at the nearest premises. Once this is submitted I can go over it thoroughly.</p> <p>In the unlikely event that noise becomes an issue afterwards, we could use our Licensing powers to investigate any complaints and possibly require a limiter to be installed. Limiting devices can be used to control noise across the frequencies and so would</p>
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		<p>control bassy type low frequency noise if it was a particular issue. I think the Hann Tucker methodology is perhaps aimed more at <b>new</b> pubs and clubs, where very loud music is being played constantly. This however is an existing premises which is for snooker/darts/ sports screens etc rather than a 'music playing' venue. It would perhaps be best if the Hann Tucker report is shared with Ma Kellys consultants and they can decide whether they agree to take on board the comments therein.</p> <p><b>Latest comments-</b> I have been contacted by the noise consultant acting for Ma Kellys. I have discussed the concerns of Mr Seddon and report from Hann Tucker with him. He has agreed to carry out the background noise monitoring and frequency monitoring suggested in the Hann Tucker report. He will be submitting his methodology and results.</p> <p><b>Head of Highways and Traffic Management:</b> I have no objection to this proposal and would like to add the following:</p> <ol style="list-style-type: none"> <li>1. The parking areas to be marked out with proper parking bays to ensure the space is utilised to its maximum potential.</li> <li>2. There are a two vehicle access points at the front. Are the necessary? The ones at the front could create conflict between customers and vehicles and it would be advisable to have a single point of access for vehicles on Knowle Avenue.</li> </ol> <p><b>Officer comments-</b>given that comments from the applicant's noise consultants are still awaited and time will be required for the objector/ his noise consultant and Environmental Protection to assess those comments it is suggested that the decision on this application be deferred to the meeting on <b>23 January 2018</b></p>
17/0699	42 ABINGDON STREET	Condition 3 should read <b>Abingdon Street</b> and not 'Albert Road'