

COMMITTEE DATE: [31/07/2019](#)

Application Reference: 19/0317

WARD: Stanley
DATE REGISTERED: 29/05/19

APPLICATION TYPE: Full Planning Permission
APPLICANT: Mr Rogers

PROPOSAL: Increase in number of caravans from 3 to 7 to accommodate extended traveller family, altered location for amenity building and altered location for car parking (amendments in part to planning permission reference 14/0892)

LOCATION: STATELY LODGE, 41 SCHOOL ROAD, BLACKPOOL, FY4 5DS

Summary of Recommendation: Grant Permission

CASE OFFICER

Gary Johnston

BLACKPOOL COUNCIL PLAN 2015 -2020

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

SUMMARY OF RECOMMENDATION

The application site falls within the designated Marton Moss Strategic Site and Marton Moss Conservation Area. Policy CS26 of the Core Strategy makes it clear that development proposals not directly related to agriculture, horticulture or rural recreation will not be supported in advance of the production of a Neighbourhood Plan for the area. This application relates to a site established in 2015 and is for an intensification of the use to accommodate part of the applicant's extended family. This application raises slightly different issues than the other 2 applications relating to traveller sites on the agenda. The key issues are whether the site is of an appropriate size to cater for the proposed development, whether the proposed development would have an adverse impact on the character and appearance of the area, whether the development would adversely affect the amenities of the occupiers of neighbouring properties and whether the intensification of the use of the site would adversely affect highway and pedestrian safety. On the basis of the assessment and consultee responses it is considered that the site is of sufficient size for this extended family and would not adversely affect the character and appearance of the area, would not adversely affect the amenities of the occupiers of neighbouring properties and would not adversely affect highway and pedestrian safety. Given the circumstances of the

case it is not considered that there is conflict with Policy CS26 and there would be a good standard of amenity for the occupiers of the site , consistent with para 127 of the National Planning Policy Framework and Policy CS7 of the Core Strategy.

Members will be aware that prior to granting permission for the use of the site for one static and two touring caravans they refused an application for the erection of two single storey utility buildings, creation of a hardstanding, boundary treatment, including 2 metre high fence and landscaping to site frontage, and use of land as altered as gypsy caravan site for up to 5 caravans. This application although proposing a more intensive development than the refused application is better in terms of the siting of the caravans and amenity building. Given the additional caravans would be on the eastern side of the site, would not project forward of the prevailing building line, the caravans would be partially screened from view and the amenity building would be to the rear of the site the proposal is considered acceptable. Members will be aware that Part 2 of the Council's Local Plan was subject to an informal consultation earlier this year but the weight that can be attached to the plan at this stage is limited. Members will also be aware that consultation has just started on a Neighbourhood Plan for the Marton Moss Strategic Site and again the weight that can be attached to the plan at this stage is limited.

INTRODUCTION

Members will be aware that the Government requires local authorities to undertake an assessment of the need for traveller and travelling showpersons sites in their area. This Council commissioned a joint study with Wyre and Fylde Councils and the initial report was published in 2014 and subsequently updated in 2016. The study sets out the requirements across the Fylde Coast. For traveller sites this Council's need for sites over the period 2016-2031 is 6 pitches. However, our neighbours Fylde Borough Council has over-provided by 4 pitches and hence as the study considered the Fylde coast it reduced the need in Blackpool to 2 pitches at the end of 2018. In February of this year members approved one pitch at 411 Midgeland Road (18/0156 refers) leaving a need for one pitch.

On this agenda there are 3 applications relating to traveller sites (including this one).The others are -

19/0094 - LAND ADJACENT TO GREENACRES, 161 SCHOOL ROAD, BLACKPOOL, FY4 5EL
19/0150 - LAND ADJACENT 433 MIDGELAND ROAD, BLACKPOOL

All of the sites are within Marton Moss (where Policy CS26 applies). All of the sites are in the Marton Moss Conservation Area and all of the sites are in the proposed Marton Moss Neighbourhood Plan Area

All of the applications have been assessed against **Policy CS16** of the Core Strategy which sets out a number of criteria

a. Be suitable in that it provides a good living environment for residents, including acces to essential infrastructure and services and does not cause an unacceptable environmental impact;

- b. Be appropriately located taking into account surrounding uses, with preference given to sites being located on brownfield land;***
- c. Not cause demonstrable harm to the quality, character and appearance of the landscape taking account of the cumulative impact of other authorised sites in the vicinity;***
- d. Be of a size and scale appropriate to the size and density of the local settled community;***
- e. Have good access to transport links, public transport and be close to shops, schools, jobs, health and local services and other community facilities;***
- f. Have safe and convenient vehicular and pedestrian access from the highway and provide adequate space for the provision of parking, turning, servicing, storage and land for associated livestock where appropriate;***
- g. Be well designed and landscaped to give privacy between pitches/plots, and between sites and neighbouring properties and to avoid harmful impacts by noise, light vehicular movements and other activities;***
and
- h. Provide soft landscaping and where appropriate communal recreational areas for children.***

3. The detailed design of the traveller site should take account of current best practice guidance

Members will be aware that Part 2 of the Council's Local Plan was subject to an informal consultation earlier this year and although it suggests some potential sites for travellers and travelling showpeople at Faraday Way at the northern end of the town the weight that can be attached to the plan and these proposed allocations at this stage is limited.

In the case of this site the planning history is as follows -

14/0721 - Erection of two single storey utility buildings, creation of a hardstanding, boundary treatment, including 2 metre high fence and landscaping to site frontage, and use of land as altered as gypsy caravan site for up to 5 caravans. Refused December 2014

14/0892 - Use of land as a gypsy caravan site for up to 3 caravans (1 static and 2 tourers), erection of one single storey amenity building, creation of a hardstanding and new boundary treatment including 2 metre high fence and landscaping to site frontage. Approved March 2015.

SITE DESCRIPTION

The application relates to an established site on the northern side of School Road to the west of St Nicholas Church of England Primary School. To the west of the site is a terrace of 4 houses. On the opposite side of School Road is open land with housing either side. To the rear of the site is a football ground which is accessed by a track to the east of the application site. The site is roughly square and has a frontage of some 32 metres to School Road and a depth of some 40 metres. The access is roughly central on the site frontage and there is fencing and gates set back from School Road with planting and grass to the frontage set behind a low brick wall. There are fences around the other boundaries of the site. The majority of the site is laid to gravel. The site is within the Marton Moss Strategic site and the

Marton Moss Conservation Area.

DETAILS OF PROPOSAL

The application is for an intensification of the existing site through the addition of 4 additional caravans and altered locations for an amenity building and car parking (compared to 14/0892 which established the use of the site. The site has changed hands recently and the applicant has three young children. His proposal is looking to cater for their future needs and for his extended family. His mother-in-law, sister-in-law (and child) and brother-in-law are currently on a site in the Darlington area and since the death of his father-in-law he wishes to accommodate them on his site as he has taken on the role of head of the family. The static caravan at the rear of the site and existing 2 touring caravans (adjacent the gable end of 39 School Road) would be for his family and the 4 caravans proposed adjacent the eastern boundary of the site would be for mother-in-law, sister-in-law (and child) and brother-in-law (one caravan each plus one caravan for kitchen and bathroom use for them). The amenity building would be sited to the west of the static caravan. The 4 car parking spaces would be on the western side of the site set away from the rear boundary fence of no 39 School Road.

The application has been advertised as a Departure from the Development Plan.

The application is accompanied by a heritage statement. In response to a questionnaire which has been sent out for all 3 applications on the agenda, the agent states that in the last year, other than trips to religious conventions (living in a caravan or trailer) there have been no trips made away from their permanent base by the whole family. This is consistent with the condition which was attached to planning permission reference 14/0892

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- principle of the development
- need for the development
- personal circumstances of the applicants
- impact on the character and appearance of the Marton Moss Conservation Area
- impact on residential amenity
- impact on highway and pedestrian safety

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

CONSULTATIONS

Conservation Officer: I refer to the application for Stately Lodge, 41 School Road. I note that the boundary fencing already has planning permission so, notwithstanding any other relevant considerations which should be taken into account, the current proposal will have minimal impact on the character of the Conservation Area and I've no objection, although additional planting to soften the visual impact of the fence would be welcome.

Blackpool Civic Trust: this application needs to be considered along with the Draft Planning Consultation Plan which stresses the Borough needs to determine its plans for considering areas suitable for expansion of travelers amenities. The area has been designated a Conservation area and this application does not meet the requirement of the Conservation area. It should therefore be refused.

Head of Highways and Traffic Management: The application appears to be for seven caravans on a site with four parking spaces. From casual observation there are more than four commercial vehicles of one kind or another usually parked at the site. It would be helpful if the application could identify how many commercial vehicles and how many cars will be based at the site. Whilst I am not aware of any problem at present I clearly cannot support the application without more detailed information.

Additional comment following receipt of information regarding car parking-

On the basis of the additional information provided I am satisfied that there would be sufficient parking space within the site to accommodate the number of vehicles envisaged. The actual number would vary over time but would be expected to remain proportionate to the number of caravans – which can itself be conditioned. I therefore have no objection to the proposal.

Marton Moss Neighbourhood Forum: 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.

PUBLICITY AND REPRESENTATIONS

Press notice published : 6 June 2019

Site notice displayed : 1 June 2019

Neighbours notified : 31 May 2019

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

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- Section 5 – Delivering a sufficient supply of homes
- Section 8 - Promoting healthy and safe communities
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 15 – Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

PLANNING POLICY FOR TRAVELLER SITES (PPTS)

This August 2015 document sets out the Government's planning policy for traveller sites and should be read in conjunction with the National Planning Policy Framework. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

To help achieve this, Government's aims in respect of traveller sites are:

- that local planning authorities should make their own assessment of need for the purposes of planning
- to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of sites
- to encourage local planning authorities to plan for sites over a reasonable timescale
- that plan-making and decision-taking should protect Green Belt from inappropriate development
- to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
- that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
- to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- to reduce tensions between settled and traveller communities in planmaking and planning decisions
- to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- for local planning authorities to have due regard to the protection of local amenity and local environment.

Applications for new sites should be assessed and determined in accordance with the presumption in favour of sustainable development and the application of specific policies in the National Planning Policy Framework and this planning policy for traveller sites.

Local planning authorities should consider the following issues amongst other relevant matters when determining planning applications for traveller sites:

- a) the existing level of local provision and need for sites
- b) the availability (or lack) of alternative accommodation for the applicants
- c) other personal circumstances of the applicant
- d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites
- e) that they should determine applications for sites from any travellers and not just those with local connections.

Local planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and avoid placing an undue pressure on the local infrastructure.

When considering applications, local planning authorities should attach weight to the following matters:

- a) effective use of previously developed (brownfield), untidy or derelict land
- b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness
- c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children
- d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community

Subject to the implementation arrangements, **if a local planning authority cannot demonstrate an up-to-date five-year supply of deliverable sites, this should be a significant material consideration** in any subsequent planning decision when considering applications for the grant of temporary planning permission.

For the purposes of this planning policy “gypsies and travellers” means:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

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 -

- CS5: Connectivity
- CS7: Quality of Design
- CS8: Heritage
- CS9: Water Management
- CS16: Traveller Sites
- CS26: Marton Moss
- CS27: South Blackpool Transport and Connectivity

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

LQ10: Conservation Areas

BH3: Residential and visitor amenity

BH4: Public health and safety

AS1: General development requirements (transport)

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

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

The policies in Part 2 that are most relevant to this application are -

Policy DM20: Landscaping

Policy DM27: Conservation Areas

Policy DM33: Biodiversity

Policy DM39: Transport Requirements for New Development

FYLDE COAST GYPSY AND TRAVELLER AND TRAVELLING SHOWPEOPLE ACCOMMODATION ASSESSMENT (GTAA)

In response to the Government's 'Planning Policy for Traveller Sites (PPTS) document and to inform future planning policy and planning decisions this Council in conjunction with our neighbours Wyre and Fylde commissioned a needs assessment for gypsies/travellers and travelling showpeople. The assessment, published in September 2014, recorded the situation in terms of provision within the 3 Councils' areas and set out the need in the future, broken down into 5 year periods as advocated by the Government's document. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment was updated in 2016 as a result of a revised version of Planning Policy for Traveller Sites (PPTS) published in August 2015.

The revised version of Planning Policy for Traveller Sites now requires a Gypsy and Traveller and Travelling Showpeople Accommodation Assessment to determine whether households living on sites, yards, encampments and in bricks and mortar fall within the new "planning" definition of a Gypsy, Traveller or Travelling Showperson. The new definition now excludes those who have ceased to travel permanently. In terms of Blackpool, the previous Gypsy and Traveller and Travelling Showpeople Accommodation Assessment identified a need for 38 additional Gypsy and Traveller pitches and 2 Travelling Showpeople plots. The updated Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (with the new definition of Gypsy or Traveller) indicates that there is a need for a maximum of 6 additional pitches in Blackpool over the 15 year Gypsy and Traveller and Travelling Showpeople

Accommodation Assessment period (2016 - 2031). However because Fylde has over-provided by 4 pitches the actual need at the beginning of this year was 2 pitches. In February Members approved a pitch at 411 Midgeland Road (18/0156) so the need to be addressed is for one pitch.

ASSESSMENT

Principle of Development

This application differs from the other two applications on the agenda relating to traveller sites in that it relates to a site granted in 2015 and the proposal is proposing an intensification of the use for occupation by other family members. It would therefore be an extended family occupying the site. Nevertheless it has been considered on the same basis as the other applications in terms of the policy context.

The National Planning Policy Framework seeks to contribute towards the achievement of development, which has three objectives, economic, social and environmental and includes:

- to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being
- securing high quality design and a good standard of amenity for existing occupants of land and buildings and future occupants
- recognising the intrinsic character and beauty of the countryside
- encouraging the re-use of brownfield land, and
- encouraging development in locations where it can be served by various modes of transport.

The Planning Policy for Traveller Sites (PPTS) clearly requires Councils to have a five year supply of sites (and preferably more) if a need is identified. The Council's Gypsy and Traveller and Travelling Showpeople Accommodation Assessment identifies a need and suggests a method of delivery over a 15 year period. The need is front loaded, in part, because there is a waiting list for the Chapel Road site but is also probably a reflection of the fact that although the last planning permission for a site was 4 years ago (this application site), the one prior to that was 17 years ago (Holmfield, Jubilee Lane). Need is one aspect of the considerations and does attract weight when assessed against other considerations. However there is a clear requirement to consider the size, scale and location of any proposed traveller site, the planning history of the application site, the characteristics of the surrounding area and assessing how well planned the proposal is and also in terms of the protecting adjoining residential amenity and the environment.

Policy CS16 of the Core Strategy 'Traveller Sites' suggests that the target for new pitches established through the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) will be met through the next stage of the plan - the site allocations and development management development plan document (DPD). However it also recognises that applications may come forward before the development plan document is adopted and

hence it sets out 8 criteria against which applications should be judged.

a. Be suitable in that it provides a good living environment for residents, including access to essential infrastructure and services and does not cause an unacceptable environmental impact;

This is an established site with a landscaped frontage to School Road and secure perimeter fencing. It is deceptively spacious with the static caravan being set to the rear of the site. The site is on one of the main thoroughfares through Marton Moss and is adjacent St Nicholas Church of England Primary School where the applicant's son attends and one of his daughters is in the nursery at the school. When approval was originally given there was a bus service running down School Road (no 10) but this is currently not the case. The site is also 200 metres to the east of Common Edge Road which carries the no 17 bus service providing half hourly services to St Annes and to the Town Centre. As mentioned above the site is immediately to the west of St Nicholas Church of England Primary School but is approximately 1.9 km from Highfield Humanities College on Highfield Road. The Shovels public house is approximately 350 metres from the site and the nearest local centres (Common Edge Road/Highfield Road junction and St Annes Road/Squires Gate Lane junction) are some 1.5 km away (the Coop and Aldi/ Morrisons are approximately 1.6 km away). So the site is not remote but equally it is not on the doorstep of facilities other than the primary school. Leisure facilities are being proposed on the western side of Common Edge Road as part of the Enterprise Zone proposal.

b. Be appropriately located taking into account surrounding uses, with preference given to sites being located on brownfield land;

This is an established site with a landscaped frontage to School Road. When permission was originally granted it was a greenfield site.

c. Not cause demonstrable harm to the quality, character and appearance of the landscape taking account of the cumulative impact of other authorised sites in the vicinity;

There are no other currently authorised sites along School Road. The road is characterised by ribbon development interspersed with areas of open land, some of which previously housed green houses. It is more of an urban fringe area than an open countryside location and is not characteristic of many roads which criss-cross Marton Moss, given its width and the existence of pavements either side of the road. The additional caravans would alter the character of the site but given the perimeter fencing the lower half of the caravans would be screened from view and they would be set back behind the prevailing building line. Members will note the different views of the Civic Society and your Conservation Officer. Given the boundary treatment and landscaped frontage it is not felt that the proposal would adversely affect the character of the area

d. Be of a size and scale appropriate to the size and density of the local settled community;

In connection with 14/0721 the Committee was advised of the following assessment in terms of criteria d) -***Whilst it is acknowledged that the adjacent terrace of 4 houses (if moved) could be accommodated on this site, albeit with shorter back gardens the proposed layout would appear cramped and at odds with the prevailing character and building line in School Road. It is considered that it would be a more intense form of development than the general situation in School Road and would as proposed be at odds with the character and streetscene in School Road.*** It is acknowledged that numerically this proposal is for more caravans than 14/0721 however the proposed layout is significantly better than proposed at that time. The 2014 application proposed an amenity building which would have been set in front of 39 School Road with a caravan adjacent to it. In addition 2 caravans were shown as being adjacent to the rear garden of no 39 School Road. It is acknowledged that it was anticipated that trees at the northern end of the site could be retained in 2015 but they were poor quality and hence they were removed by agreement in 2017. This has enabled the approved static caravan to be moved further back into the site and given more space between the static caravan and the front boundary fence.

The density of proposed development on the site is considered fairly high on the basis of a 1200 sqm site providing 7 caravans for one extended family when compared to the recommended traveller density of 225-250 sqm per pitch and 125-225sqm per pitch for ancillary buildings. However as it is an extended family which would occupy the site rather than 3 separate families there is only a need for one amenity building. Given the family circumstances in this case it is considered acceptable.

e. Have good access to transport links, public transport and be close to shops, schools, jobs, health and local services and other community facilities;

See the comments for a. above. The site is in a reasonably sustainable location for Marton Moss, it is very close to St Nicholas Church of England Primary School and close to the bus route on Common Edge Road.

f. Have safe and convenient vehicular and pedestrian access from the highway and provide adequate space for the provision of parking, turning, servicing, storage and land for associated livestock where appropriate;

The Head of Highways and Traffic Management is happy with the access arrangements to the site and the space within the site for car parking and turning.

g. Be well designed and landscaped to give privacy between pitches/plots, and between sites and neighbouring properties and to avoid harmful impacts by noise, light vehicular movements and other activities;

The proposed 7 caravans, one static and six tourers, and amenity building are shown on the submitted site layout plan. The static caravan and amenity building are shown close to the northern boundary of the site where there is a boundary fence beyond which is the blank elevation of the clubhouse to a football pitch. These would enjoy a southerly aspect overlooking the remainder of the site. Two of the tourers are shown close to the gable end of no 39 School Road and overlook the large central area of the site. Given their relationship

to no 39 it is not considered that they would adversely affect the amenities of the occupiers of no 39 School Road. The remaining 4 caravans are shown close to the eastern boundary of the site beyond which is the access to the football pitch and the nursery of St Nicholas Church of England Primary School. Again these overlook the large open area in the middle of the site. There would be some 15 metres separation between the tourers on the western side of the site and those on the eastern side and 5 metres between the static and the nearest tourer. The car parking spaces would be set at right angles to the boundary with the rear garden of no 39 School Road but would be set 2 metres off the boundary with some planting in between.

h. Provide soft landscaping and where appropriate communal recreational areas for children.

As it would be for an extended family it is not considered that a recreational area would be required.

Need for the development

The need for the development arises from the family circumstances and the desire for them to be accommodated as an extended family on one site.

Personal circumstances of the applicants

The Public Sector Equality Duty (PSED) contained in the Equality Act 2010 sets out the need to eliminate unlawful discrimination, harassment and victimisation, and to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it. The best interests of any child is also a primary Public Sector Equality Duty consideration. Since the application involves an extended traveller family, they have protected characteristic for the purposes of the Public Sector Equality Duty.

Two of the applicants three young children are in attendance at St Nicholas Church of England Primary School on School Road and the applicant's mother in law, sister-in-law and brother-in-law have suffered from the loss of the husband/father. The applicant has strong family connections with Blackpool.

Impact on the character and appearance of the Marton Moss Conservation Area-

The Marton Moss Characterisation Study that forms part of the evidence base to the Core Strategy acknowledges that Common Edge Road and School Road have a more urban feel to them because of the width of the roads, the existence of pavements and the extent of built form which contrasts strongly with the narrower lanes without pavements within Marton Moss.

Whilst the presence of gaps between the built form on School Road helps to make development appear sporadic and not conventional ribbon development the application site does not afford views into the open countryside because of the football ground to the rear.

The site sits between a terrace of 4 houses and St Nicholas Church of England Primary School. It is not considered, even though it would increase the number of caravans on the site, that the proposal would have a detrimental impact on the character and appearance of the Conservation Area.

Impact on residential amenity

This issue has been dealt with in section g. above and it is noted that there have not been any objections from immediate neighbours

Impact on highway and pedestrian safety

There are no objections in principle to the proposed use on highway or pedestrian safety grounds. 4 car parking spaces are shown on the plan and the access shown as part of 14/0892 has been provided and would cope with the intensified use of the site. There is plenty of turning space in the centre of the site to enable vehicles to enter and leave in forward gear and there is space for additional parking if needed.

CONCLUSION

This application raises slightly different issues than the other 2 applications relating to traveller sites on the agenda. The key issues are whether the site is of an appropriate size to cater for the proposed development, whether the proposed development would have an adverse impact on the character and appearance of the area, whether the development would adversely affect the amenities of the occupiers of neighbouring properties and whether the intensification of the use of the site would adversely affect highway and pedestrian safety. On the basis of the assessment and consultee responses it is considered that the site is of sufficient size for this extended family and would not adversely affect the character and appearance of the area, would not adversely affect the amenities of the occupiers of neighbouring properties and would not adversely affect highway and pedestrian safety. Given the circumstances of the case it is not considered that there is conflict with Policy CS26 and there would be a good standard of amenity for the occupiers of the site, consistent with para 127 of the National Planning Policy Framework and Policy CS7 of the Core Strategy.

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. The Secretary of State recognises that these types of applications raise human rights issues but in this case as approval is recommended 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) 14/0721, 14/0892 and 19/0317 which can be accessed via the link below:

<http://www.blackpool.gov.uk/planningapplications>

Recommended Decision: Grant Permission

Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

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

Location Plan received by the Council on 12/05/2019

Drawing numbered HP/2632A PL/19/07.1. Rev A

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

3. The site shall not be occupied by any persons other than gypsies and travellers as defined in paragraph 1 of Annex 1 of the Department for Communities and Local Government document ' Planning policy for traveller sites ' (March 2012) and shall only be occupied as an extended family unit.

Reason: Planning permission was originally granted on the basis that there is a need for the site as part of the Fylde Coast Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (2014) and in accordance with Policy

CS16 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027.

4. No more than 7 caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (as amended) (of which no more than one shall be a static caravan) shall be stationed on the site at any one time

Reason: To safeguard the character and appearance of the area and the amenities of local residents in accordance with Policies CS7 and CS8 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027 and Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016

5. No commercial activities shall take place on the land, including the storage of materials

Reason: To safeguard the character and appearance of the area and the amenities of local residents in accordance with Policies CS7 and CS8 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027 and Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016

6. No vehicle over 3.5 tonnes shall be stationed, parked or stored on the site

Reason: To safeguard the character and appearance of the area and the amenities of local residents in accordance with Policies CS7 and CS8 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027 and Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016

7. No external lighting shall be provided on the site without details having been first submitted to and approved by the Local Planning Authority

Reason: To safeguard the character and appearance of the area and the amenities of local residents in accordance with Policies CS7 and CS8 of the Blackpool Local Plan Part 1 : Core Strategy 2012-2027 and Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016

8. a) No development authorised by this permission shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, areas of soft landscaping, hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.

b) The landscaping works shall be carried out in accordance with the approved details within the first planting season following completion of the development

hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.)

c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason. To ensure the site is satisfactorily landscaped in the interests of visual amenity and to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall with regards to Policy LQ6 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. Before the 4 additional touring caravans are brought onto the site the foul and surface water drainage arrangements for those caravans shall be submitted to and approved in writing by the Local Planning Authority. The approved arrangements shall then be provided within one month of the date of written approval by the Local Planning Authority and shall thereafter be retained. If the drainage arrangements are not in place in accordance with the timetable outlined above the use of the site shall cease until they are provided

Reason: To ensure that the site is not at risk of flooding and does not cause flooding elsewhere in accordance with Policy CS9 the Blackpool Local Plan Part 1 : Core Strategy 2012-2027

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.