

COMMITTEE DATE: 05/11/2019

Application Reference: 19/0164

WARD: Talbot
DATE REGISTERED: 08/07/19

APPLICATION TYPE: Listed Building Consent
APPLICANT: Thompson Management Services Ltd

PROPOSAL: Internal and external alterations to former post office including erection of two x 3 storey rear extensions, including one with roof terrace to Abingdon Street elevation, erection of first floor level hotel terrace within existing service yard area, installation of replacement windows, new hotel entrance and entrance to Class A3 restaurant/ cafe use to Edward Street elevation, re-cladding of roof level to Edward Street and conversion of buildings to provide 102 bed hotel with ancillary bar, leisure uses, retail uses, restaurant/ cafe within Use Classes A1, A3, D2 with associated Class B1 administrative offices, car parking for 46 vehicles, landscaping, boundary treatment, refuse storage, access, servicing, plant and associated demolition works.

LOCATION: FORMER POST OFFICE ABINGDON STREET AND EDWARD STREET,
BLACKPOOL, FY1 1DA

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr M 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 proposal is considered to be an appropriate re-use of the application premises which, subject to appropriate conditions, is in accordance with the relevant national and local planning policy guidance contained within the National Planning Policy Framework, the Blackpool Local Plan Part 1: Core Strategy and Blackpool Local Plan relating to heritage, conservation, sustainable development, regeneration and town centre uses. The proposal, if implemented would also secure the long term future of the listed buildings which have now

been vacant for several years and have suffered some recent damage including smashed windows and fire damage.

INTRODUCTION

The current two applications are a revision and re-submission of the two previous planning permissions/ listed building consents reference: 16/0428 / 16/0429 and 17/0503 / 17/0504 granted by Planning Committee on 23 November 2016 and 24 November 2017 respectively. The first and initial planning permission/ listed building consent involved the erection of a first floor level "plaza" within existing service yard area and conversion of the buildings to provide leisure and retail uses, restaurants and cafes within Use Classes A1, A3, D2 and a 50 bed hotel, with associated administrative offices, car parking, landscaping, refuse storage, access, servicing, plant and demolition works. The second planning permission/ listed building consent involved the erection of a "plaza" at first floor level within existing service yard area, installation of replacement windows to Edward Street, re-modelling of the former post office counter and conversion of the buildings to provide leisure and retail uses, offices, restaurants and cafes within Use Classes A1, A2, A3, D2 with associated administrative offices, car parking, landscaping, boundary treatment, refuse storage, access, servicing, plant and associated demolition works.

SITE DESCRIPTION

The application site is a Grade II Listed former post office fronting Abingdon Street with associated former sorting office to the rear fronting Edward Street with its central service yard area accessed from Edward Street which has been fitted with a new security roller shutter. The former post office building on Abingdon Street is within the Retail/ Cafe Zone (Policy SR6) and the sorting office building on Edward Street is within the Mixed Use Zone (Policy SR7) as defined within the Blackpool Local Plan. The former post office is a three storey Portland stone building with basement accommodation and the sorting office is a four storey, brick building and has an industrial warehouse type appearance. There is an additional floor to the Edward Street building within a roof top metal clad extension which will be re-clad and retained. The application properties are large, prominent, attractive period buildings within the Town Centre Conservation Area with a strong visual presence. The premises are identified by the Environment Agency as being in an area having a very low potential risk of flooding.

DETAILS OF PROPOSAL

This application seeks listed building consent with the corresponding planning application reference: 19/0163 (see Agenda Item 5) for a mixed use development and refurbishment with associated extensions involving the conversion of the Edward Street building into a 102 bedroom hotel with ancillary bar and a 610 sqm restaurant/ cafe (Class A3 use) and the conversion and extensions of the Abingdon Street building to provide 3,326 sqm of retail/ leisure floor space (Class A1/ D1 uses) with ancillary Class B1 offices. There is some flexibility between the uses at this stage given that there are no known end users. It is also proposed to provide 46 car parking spaces and to construct first floor terrace within the central service

yard to provide external space for the hotel. The existing metal roof top extension is proposed to be re-clad in red coloured metal. Two x 3 storey rear extensions are proposed to the rear of the former post office building fronting Abingdon Street, one forming an enclosed staircase and the second extension to form retail/ leisure floor space with a roof terrace. Other works included in the application(s) the replacement of the security roller shutter covering the service access from Edward Street, the replacement of windows on the Edward Street elevation and the installation of feature entrances into the hotel and restaurant also on Edward Street

The application is accompanied by a Heritage Statement, Planning Statement including a Transport Statement and Design and Access Statement and a Justification Statement.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of Uses
- Design of the Extensions/ External and Internal Alterations and Impact on the Listed former Post Office building and on the wider Town Centre Conservation Area
- Access, Parking and Servicing Arrangements
- Economic and Employment Benefits
- Other Issues

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

CONSULTATIONS

County Archaeologist LCC - Lancashire Archaeology Advisory Service commented on previous applications for this building in 2017 and as its successor we would reiterate its comments and advice.

26-30 Abingdon Street is a Grade II Listed Building, recorded as a Post Office dating to 1910. It was designed by architects of the Office of Works, built by R. Neill & Son of Manchester and is slightly altered. The national significance of this site has been recognised by virtue of its listing. The building also lies within the extended Town Centre Conservation Area, another designated heritage asset. The proposed changes to the former post office will impact on its historic integrity.

Whilst we are satisfied the alterations can proceed and will bring a fine building back into productive use, this building merits a record being made in its current condition to capture its final days as part of the Post Office network and one of the large main post offices which were built with some architectural pretension to mark their importance as part of Royal Mail's network. Due to its significance this building requires a more analytical record. The changes to the circulation and use of this building are however considered to be relatively sympathetic, therefore a level 3 rather than a level 4 record is recommended.

Consequently should the Local Planning Authority be minded to grant Planning Permission and Listed Building Consent to this scheme, we would recommend that a record of the building be made prior to alteration and that such work is secured by means of the following condition:

Condition: No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the building.

Note: The programme of archaeological recording should comprise the creation of a record of the building to level 3 as set out in Understanding Historic Buildings (Historic England 2016). This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists. This is in accordance with National Planning Policy Framework paragraph 141: "Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible".

Historic England - Listed Building - On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation adviser.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals.

Built Heritage Manager - The layout of the rear of the counter hall has changed since the last application. If new external staircases are proposed, meaning that the three windows are no longer proposed for opening up, then the previous justification for changing the location of the counter is no longer relevant.

The proposal to remove what appear to be original internal masonry walls on the upper floors of the front range of the Post Office is based on speculative assumptions about future use, and I would prefer more specific proposals for the use of these spaces; otherwise I would rather this was brought forward as a separate application when more information is available. Window frames to Edward Street should be anodised aluminium.

The section proposed for demolition on the southern edge of the site is on the historic footprint but it is not clear if this is an original or a later build. It should be recorded before demolition if permission is granted. The roller shutter on Edward Street should be replaced with gates to the car park to complement the design of the railings. Information required about how the two windows on each floor on Edward Street will be obscured to hide room partitions. Rainwater goods should be aluminium as a minimum (cast iron at the front);

timber eaves etc. Condition required relating to details of floor and wall finishes (possibly including Edward Street hotel) and samples of stone and red roof cladding are also required.

The applicant has now confirmed that the former post office counter will now remain in situ and the roller shutter will be replaced with something more sympathetic to the character of the building.

Blackpool Civic Trust - 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.

Police Architectural Liaison Officer - It is beneficial to address any crime and security issues as early as possible in the design process. This allows crime prevention strategies to be more effectively integrated into the overall development. Making minor changes to the design and layout and target hardening the site can mean that the scheme is less attractive to potential intruders and have the added benefit of reducing crime and the fear of crime. When designing a commercial development it is important to consider the specific risks to the site, the building and end users in relation to past and future crime and disorder and the lucrative gain to criminals, to ensure that the business is resilient enough to withstand any attempts of criminal activity or disruption. Therefore, the above multi-use development scheme should be designed to Secured by Design (SBD) principles and security standards, as a minimum requirement.

A range of security measures should be considered and implemented by the developer and supported by the Local Authority for each element e.g. robust boundary treatments to 2 metres in height and without creating gaps underneath with matching lockable gates, removal of informal climbing aids that may lead to upper floor windows or the roof, monitored, recorded and maintained external and internal (shared public places) CCTV, site and building lighting provision to aid natural surveillance and reduce the fear of crime, monitored intruder alarms, security rated doors and windows, hotel residents/visitor access control systems, maintained landscaping, secure waste areas, secure bicycle storage, secure personal storage for staff/hotel customers, cash handling processes and safe banking, security rated safety bollards (retractable where necessary) etc.

In order to reduce the risk of vehicle related crime, Lancashire Constabulary also recommends car parks be developed to the national Safer Parking 'Park Mark' scheme. The security measures and standards recommended within the scheme can help to reduce crime, anti-social behaviour and the fear of crime, to ensure the safety of people and vehicles.

Unfortunately, there have been a large number of reported thefts and burglaries at construction sites across all areas of Lancashire. High value plant machinery, hand and power tools, lead and metal piping, insulation materials, white goods and boilers have all been targeted, with some stolen items used to commit further lucrative criminal offences. This is placing additional demand on local policing resources.

Therefore, the site must be secured throughout the construction phase with adequate security measures, including;

Robust 2.4 metre high anti-climb weld mesh perimeter fence with matching lockable gates that incorporate security rated locking devices; an intruder alarm system (monitored, with an immediate response provision) incorporated into site cabins where tools, materials or fuel could be stored; monitored and/or recorded HD digital colour CCTV system. It is vital that any onsite CCTV recording equipment is stored securely and located within an alarmed building/cabin; security lighting via low energy anti-vandal photoelectric 'dusk until dawn' fittings; accredited security patrol personnel in areas of high crime.

Environment Agency - 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.

United Utilities Plc (Water) - 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 Highways and Traffic Management:

1. A DDA ramp on Abingdon Street was not supported in a previous application on the basis that it would be a hazard and an obstruction to pedestrians, in an area which is busy with pedestrians. It is omitted from this scheme and options to modify the internal floor levels need to be considered. If this is not possible, a scheme to alter the footway profile and levels could be undertaken, similar to what was constructed outside Abingdon Street Market - this obviously will have to be funded by the developer. A floor level is indicated on one drawing but there is nothing relating this to the street levels.
2. Secure cycle parking is provided but there is no evidence of changing facilities or personal storage. The motorcycle and bin storage is in the same area and the bin drag to the centre of the parking area is, then, narrower and longer than necessary. A condition relating to this (requesting when, frequency etc. of collection, vehicle size) to be included with any permission granted.
3. The site will require servicing, both in terms of the hotel and retail units – a loading bay is assumed to be sought on Edward Street (an HGV is shown on A018/070/P/01 rev G), where the current parking is located. This is not ideal as this will result in the loss of key parking spaces. Will the loss of these spaces be compensated or provided elsewhere? The detail of the loading bay in terms of construction to be discussed with the Head of Highways and Traffic Management. Pedestrian movement along here is frequent and priority must be given to pedestrians across the footway.
4. What size vehicle will be required for servicing? Tracking plans to be provided detailing how the vehicles will get to site from Topping Street/Deansgate to the proposal site and the proposal site to Wood Street.
5. Access to the courtyard is shown as 3.5m wide and currently headroom is signed at 3.2m. Is it necessary for the access to have two footways or should the carriageway width be widened? Is it desirable to achieve a specific headroom slightly greater than 3.2m? Perhaps for a waste contractor. A dropped crossing would be preferable for

pedestrian traffic. Evidence of anticipated servicing methodology would assist but is rarely available in schemes of this nature at this stage.

6. A Service Management Plan to be conditioned to ensure that the site servicing is managed in the appropriate manner without causing significant harm to highway safety. Otherwise we may end up with a situation where more than one vehicles turn up, no-where for them to stop (if the loading bay is occupied) leading to conflict with other road users and enforcement issues.
7. Car Parking is shown in the rear courtyard, this existed with the previous use of the site. As more retail space is proposed, accessed from Edward Street, I advise that this is conditioned to be allocated for staff use, as indicated in the Design and Access Statement, in order to lessen the number of vehicle movements on Edward Street and within the courtyard. It may be that less space will be made available for parking, once the whole site is operational, in order to leave space for service vehicles.
8. A Travel Plan is considered necessary for this proposal.
9. A contribution to be sought for off-site highway works. (works connected for the creation of the loading bay, including modification of the traffic order must be funded by the scheme and footway re-profiling on Abingdon Street (if internal changes cannot be accommodated) is a necessity). The contribution is sought so that a scheme can be developed to enhance and improve the area and for this to tie-in with in the St. Johns scheme.
10. A Demolition and Construction Management Plan to be conditioned to ensure the work is managed and co-ordinated in the correct manner.
11. All work within the highway to be covered by a S278 agreement.

Environmental Protection Manager (Environmental) - 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.

PUBLICITY AND REPRESENTATIONS

Press notice published: 11th July 2019

2 x site notices displayed: 11th July 2019

Neighbours notified: 8th July 2019

32 Lennox Court, Blackpool - Why is the Council only thinking of building more and more hotels when there are plenty of hotels and guest houses in Blackpool as it is and there are not one but two empty hotels just across from Central Library? We, the residents of Blackpool, need shops and the shops that are closed on Central Drive, Talbot Road, Lytham Road need to be re-opened. Why did the Council not have the museum put in the old Post office instead of yet another new hotel? The Council should open the closed shops and not build new hotels.

NATIONAL PLANNING POLICY FRAMEWORK

The revised National Planning Policy Framework (NPPF) was published in February 2019 and 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 -

- 6 - building a strong, competitive economy
- 7 - ensuring the vitality of town centres
- 8 - promoting healthy and safe communities
- 11 - making effective use of land
- 12 - achieving well designated places
- 14 - meeting the challenge of climate change, flooding and coastal change
- 12 - conserving and enhancing the historic environment

Paragraph 124 - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127 - Planning policies and decisions should ensure that developments:

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

Paragraph 192 - In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) 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. Natural features and local heritage resources can help give shape to a development and integrate it into the wider

area, reinforce and sustain local distinctiveness, reduce its impact on nature and contribute to a sense of place.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

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

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

CS1 - Strategic Location for Development
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
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:

SR6 Retail Cafe Zone
SR7 Mixed Use Zone
LQ1 Lifting the Quality of Design
LQ2 Site Context
LQ3 Layout of Streets and Spaces
LQ4 Building Design
LQ7 Strategic Views
LQ9 Listed Buildings
LQ10 Conservation Areas
LQ12 Security Shutters

- 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

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 DM19- Alterations and Extensions
- Policy DM22- Shop Fronts
- Policy DM23- Security Shutters
- Policy DM26- Listed Buildings
- Policy DM27- Conservation Areas

ASSESSMENT

Principle - The two current applications are a revision of two earlier planning permissions/ listed building consents, the first of which are about to expire and the second which are valid for approximately a further 12 months. Therefore the principle of converting, altering and re-furbishing the listed buildings into a mix use scheme with a combination of hotel/ retail/ leisure/ offices/ eating and drinking uses has already been established and continues to be considered acceptable, subject to a number of conditions which are attached to this report requiring the written agreement of a number of detailed matters.

The two interconnected Grade II listed buildings are important heritage features of the Town Centre Conservation Area and have been vacant for a number of years and have suffered some damage with windows being smashed and a fire on the upper floors. The latest and current applications represent a further opportunity to adapt the buildings to ensure their long term future and beneficial re-use adding to the town centre offer of hotel, retail, restaurant/ cafe and leisure uses with ancillary offices. It is accepted that the viability of the scheme and importance of bringing this key town centre building back into use necessitates some adaptation of the buildings but that the overall public and heritage benefits of having the building converted and re-used ensuring its long term future outweigh the changes required. The proposal constitutes sustainable development within a sustainable location and the proposal has the environmental, social and economic benefits as outlined in the National Planning Policy Framework and the application is therefore recommended for approval.

Design of the Extensions/ External and Internal Alterations and Impact on the Listed former Post Office building and on the wider Town Centre Conservation Area - This Grade II listed former post office building(s) comprises the 3 storey (with basement) ornate white Portland stone building fronting onto the pedestrian section of Abingdon Street with the eight listed red telephone boxes immediately outside (these are not affected by the applications). This building included the public counter area and was in use until the post office transferred to WH Smith on Bank Hey Street. Internally in this former public area behind the stained glass windows and heavy wooden doors is the counter hall which has its original counter still intact albeit altered with security glazing affixed to the top. The original proportions of the room have been reduced but the ornate ceiling is still largely intact. The original room proportions will be re-exposed by the removal of non-original partitions and inclusion of glass partitions being adjoining units. The applicant has now agreed, having initially requested the removal of the counter and re-assembly in a different form, that the counter will remain in situ for the purposes of this application. Any future proposed re-positioning of the counter will be considered on its merits as a separate matter although it would appear that the counter lends itself to retention and re-use as a shop counter. It is also hoped to re-expose the mosaic floor which is still understood to exist in the former counter hall.

The proposed rear extensions to the Abingdon Street building comprise a relatively small 3 storey staircase and lift shaft and would have minimal impact on the building. The second extension is also 3 storey but much larger measuring 16 metres x 33 metres and would be located within the central courtyard abutting the southern site boundary with the indoor market. This extension would double the size of the Abingdon Street building. The design of the extension is shown as of stone construction at ground level with the upper two floors being constructed of brick work with stone quoins to match the existing building. The window details will also match the existing building. Notwithstanding its size the large rear extension is considered to be acceptable subject to the approval of materials to match the existing building. The extension will not be readily visible from outside the site being within the courtyard area. A number of ancillary non original buildings within the courtyard have been removed leaving just the two main and original buildings fronting Abingdon Street and Edward Street. This re-exposes of the original service yard area leaving sufficient room for the extension and 46 car parking spaces/ servicing area.

The sorting office building is 4 storey in height and has a metal clad box like addition on the roof and fronts Edward Street. This building has a more functional, though not unattractive appearance being constructed of brick. The Edward Street boundary is formed with a low stone wall and ornate railings above although the railings are in a poor condition. Metal roller security shutters have been fitted to the service access from Edward Street which replaced a similar solid metal shutter from the days when the post office was last in use. Two matching entrance features to the hotel and restaurant are proposed to Edward Street either side of the service entrance and are of a suitable period design and appearance. Subject to the agreement of facing materials the new entrances are considered an acceptable additional to the Edward Street elevation adding visual interest and a much more of an active frontage which will benefit Edward Street and the wider Conservation Area.

The applicant has now agreed to the imposition of a condition requiring the replacement of the existing solid metal roller shutters with something more in keeping with the building and its future uses. It is anticipated that these will take the form of metal gates with a period design and appearance. The proposed material and profile specifications of the new window details for the Edward Street elevation will be dealt with as a condition on any approval. It is intended that the new windows will comprise slim line aluminium frames broken up into a number of small panes which effectively will be a like for like replacement of the existing windows. This would maintain the integrity and character of the building.

The proposed first floor terrace at the rear of the hotel will provide external amenity space for the hotel making the proposal a more attractive proposition. Being located within the service yard it would not be visible from outside the site and would not affect the integrity, character or external appearance of the buildings from either Edward Street or Abingdon Street and therefore there are no objections to this element of the proposal.

Access, Parking and Servicing Arrangements - the existing service yard will be retained and re-used to provide 46 car parking spaces to provide service access to the various uses of the site. However, the detailed layout and co-existence and use of the car parking spaces and the servicing of the building, and other matters such as the allocation of the parking spaces and the sizes of servicing vehicles and the times of service deliveries will need to be agreed by way of appropriate pre-commencement of use conditions on any planning permission/ listed building consent. The proposal involves a fairly intense use of the service yard, as was the case when the building was occupied by the post office, the difference being is that the proposal involves the creation of several users of the building including a large hotel, a restaurant/ cafe and several large retail/ leisure uses all utilising the single access point from Edward Street. Additionally there will be cycles and motorcycle parking within the service yard and refuse storage. Hence the requirement to manage the different activities to ensure its efficient use to ensure there are no vehicle conflicts and resulting highway safety issues on Edward Street.

This town centre site is in a sustainable location and readily accessible by train, coach, tram, bus, taxi and there are also numerous public car parks within walking distance and the proposal does not therefore rely exclusively on its curtilage parking facilities.

The issues raised by the Head of Highways and Traffic Management regarding potential off site highway works regarding pedestrian access from Abingdon Street and a loading bay on Edward Street have been raised with the applicant and an update will be given prior to the meeting

Economy and Employment Benefits - the application property comprises over 8,000 sqm of floorspace and its re-use for the combination of proposed uses will be of considerable benefit to the town centre economy and improve Blackpool as a visitor destination providing a new and attractive indoor shopping, eating and leisure experience within a heritage setting. A significant number of jobs would also be provided (indicated to be in the region of 200 people) working within the shops, restaurants, offices and leisure facilities although exact numbers will not be known until the end users are found.

Other Issues - the Police Architectural Liaison Officer comments have been passed onto the applicant for inclusion into the proposal. The service yard will be secured via the installation of new gates preventing general access to the rear of the buildings and the car parking area.

CONCLUSION

With appropriate conditions as set out as part of the report the proposal is considered to be in accordance with local and national policy and advice as set out above in the policy section of this report and the application is therefore recommended for approval.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None

HUMAN RIGHTS ACT

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

CRIME AND DISORDER ACT 1998

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

BACKGROUND PAPERS

Planning Application File(s) 16/0428, 16/0429, 17/0503 and 17/0504 which can be accessed via the link below:

<https://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 18 of the Planning (Listed Buildings and Conservation Areas) 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 14/03/19

Drawings numbered A018/070/P/20, A018/070/P/16, A018/070/P/17, A018/070/P/19, A018/070/P/11, A018/070/P/18, A018/070/P/13, A018/070/P/12, A018/070/P/15, A018/070/P/01, A018/070/P/06, A018/070/P/02, A018/070/P/07, A018/070/P/03, A018/070/P/05, A018/070/P/14, A018/070/P/09, A018/070/P/08, A018/070/P/10.

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

3. No development shall take place until a Construction and Demolition 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.

4. The development shall not be occupied until a travel plan has been submitted to and approved in writing by the Local Planning Authority. Such travel plans shall include the appointment of a travel co-ordinator and a format that consists of surveying, travel audits, a working group, action plans with timescales and target setting for the implementation of each element.

No part of the development shall be occupied prior to the implementation of the Approved Travel Plan (or implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation). Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In order to ensure appropriate provision exists for safe and convenient access by public transport, cycle, and on foot as well as by car, in accordance with Policy AS1 of the Blackpool Local Plan 2001 - 2016 and Policy CS5 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. Details of the appearance, technical specification and siting of any external ventilation ducting and plant 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, LQ9 and LQ14 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. 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.

7. Notwithstanding the submitted plans detailed treatment of the former counter hall and associated rooms on the Abingdon Street frontage, including the removal of non-original partitions, re-exposure of wood panelling and the mosaic floor shall be carried out in accordance with details to be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of development. The agreed works shall be implemented prior to the ground floor of the Abingdon Street building being first used and shall be retained thereafter.

Reason: In the interests of retaining and re-exposing original features of the listed building, in accordance with Policies LQ1, LQ2, LQ4, LQ9, and LQ10 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. All new windows and doors on the development hereby approved shall be recessed 50mm from the face of the building unless otherwise agreed in writing by the Local Planning Authority.

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

9. Notwithstanding the submitted plans and accompanying documents details of all materials to be used on the external elevations, including the approved extensions, the new entrances, replacement windows, doors and roof top cladding, shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced. The existing roller security shutter on Edward Street shall be replaced in accordance with details to be submitted to and agreed in writing with the Local Planning Authority prior to the first commencement of use of the building(s).

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

10. Notwithstanding the submitted plans alterations to the railings on Edward Street shall be carried out in accordance with details to be submitted to and agreed in writing with the Local Planning Authority prior to the commencement of development.

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

11. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Note: The programme of archaeological recording should comprise the creation of a record of the building to level 3 as set out in Understanding Historic Buildings (Historic England 2016). This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists.

Reason- To ensure and safeguard the recording and inspection of matters of archaeological and historical importance associated with the building in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

12. Notwithstanding the submitted plans the building/use(s) hereby approved shall not be occupied/first commenced until the car parking (including the allocation of parking spaces), motorcycle and cycle parking (including changing facilities), refuse storage and servicing arrangements, including vehicle sizes and delivery times, have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The layout and arrangements 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(s) 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.

Advice Notes to Developer

Not applicable