

**COMMITTEE DATE:** [09/06/2015](#)

**Application Reference:** **15/0160**

WARD: Waterloo  
DATE REGISTERED: 18/03/15  
LOCAL PLAN ALLOCATION: Resort Core

APPLICATION TYPE: Full Planning Permission  
APPLICANT: Blackpool and the Fylde College

**PROPOSAL:** Erection of a part single/part two storey educational building to be developed in two phases, with associated car, motor cycle and cycle parking, landscaping, boundary treatment, two wind turbines (15 metres high), sub-station, lighting and vehicle access from Yeadon Way.

**LOCATION:** LAND AT YEADON WAY, YEADON WAY, BLACKPOOL, FY1 6BF

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**Summary of Recommendation:** Grant Permission

#### **CASE OFFICER**

Gary Johnston

#### **INTRODUCTION**

To meet the need for practical skills associated with the evolving energy sector Blackpool and the Fylde College made a bid to the Lancashire Enterprise Partnership for funding for an Energy College. The bid was successful and the College which operates a number of sites across the Fylde then had to find a site to accommodate the facility. Following discussions with the Council this site was identified as the preferred location by the College.

#### **SITE DESCRIPTION**

This application relates to part of the 'South Car Park' to the west of Yeadon Way. The car park is an elongated triangular shape and extends from Lytham Road/Hampton Road to the south to Waterloo Road in the north. It is bounded by the Blackpool South railway line to the west and Yeadon Way to the east. There are residential properties fronting Hampton Road and a petrol station, pub and 'motel' to the south. To the east beyond Yeadon Way is part of the playing field to the South Shore Academy, the Territorial Army Centre and Aldi. To the north beyond Waterloo Road is more car parking and Bancroft Park, forming part of the Central Corridor. To the west is Blackpool South Railway station and a mixture of residential and commercial properties fronting Lytham Road.

The car park is surfaced and has 938 spaces plus coach parking and 5 pay and display machines. The application would relate to the middle section of the car parking and would have a site area of 1.53 hectares. It would involve the loss of 577 car parking spaces and would leave a small area of car parking to the north adjacent to the station and another larger area of car parking to the south adjacent to Lytham Road and the petrol filling station/pub/ motel. The site is part of the Central Corridor and the Resort Core as identified in the Local Plan

## **DETAILS OF PROPOSAL**

The application is for the erection of 2950 sq m building to accommodate an Energy College for Blackpool and the Fylde College. It would measure 87 metres by 29 metres (at its widest) by 11 metres high (at its highest). The proposal is to be developed in two phases. The first would provide 2200 sq m of teaching space plus ancillary facilities. The second phase would provide the remaining 750 sq m of accommodation. The building would sit centrally on the site and would be parallel to Yeadon Way. At its nearest point it would be 8 metres from Yeadon Way but the bulk of the building would be between 25 and 30 metres away from Yeadon Way. There would be a paved/landscaped forecourt area between the building and Yeadon Way which would include two 15 metre high wind turbines. with areas of car parking to the north and south which would provide a total of 181 standard car parking spaces, 13 mobility spaces and 2 electric vehicle parking spaces. Motor cycle and cycle parking would also be provided. To the rear of the building (facing the railway line) would be the servicing area and storage compounds.

The building would be clad with aluminium cladding of differing colours with complementary coloured curtain walling, windows and brise soleil. It would be part flat roofed and part curved roof construction. There would be solar panels and the overall design has evolved to achieve BREEAM excellent. It is envisaged that the college would cater for some 360 students. The College undertook a consultation event on 4 March 2015 at the Solaris Centre and the overall feedback was positive.

The application is accompanied by a range of documents - Design and Access Statement, Flood Risk Assessment, Ecological Statement, Contamination Desk Top Study, Noise Assessment and Transport Assessment/Travel Plan. Prior to the submission of the application a screening opinion request was submitted to the Council and the Council responded that in its opinion the proposal did not require an Environmental Assessment.

## **MAIN PLANNING ISSUES**

The main planning issues are considered to be:

- principle of the development
- loss of car parking
- design of the development
- impact on residential amenity
- impact on highway safety

## **CONSULTATIONS**

**United Utilities (drainage)** - United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region. Drainage Comments in accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Building Regulations H3 clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority: an adequate soak away or some other adequate infiltration system, (approval must be obtained from local authority/building control/Environment Agency); or, where that is not reasonably practical a watercourse (approval must be obtained from the riparian owner/land drainage authority/Environment Agency); or, where

that is not reasonably practicable a sewer (approval must be obtained from United Utilities). To reduce the volume of surface water draining from the site we would promote the use of permeable paving on all driveways and other hard-standing areas including footpaths and parking areas. A public sewer crosses this site and we will not permit building over it. We will require an access strip width of 8 metres, 4 metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems. We will have no objection to the proposed development provided that the following conditions are attached to any approval:

**Foul Water Condition** - Prior to the commencement of any development, details of the foul drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. No building shall be occupied until the approved foul drainage scheme has been completed to serve that building, in accordance with the approved details. This development shall be completed maintained and managed in accordance with the approved details.

**Surface Water Condition** - Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

A separate metered supply to the building will be required at the applicant's expense and all internal pipe work must comply with current Water Supply (Water Fittings) Regulations 1999. It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. United Utilities offer a fully supported mapping service and we recommend the applicant contact our Property Searches Team on 0870 751 0101 to obtain maps of the site. Due to the public sewer transfer, not all sewers are currently shown on the statutory sewer records, if a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

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

**Environmental Protection Service** - Environmental Protection have no concerns regarding this application providing a suitable Construction Management Plan is submitted prior to any works starting on site.

**Blackpool Services, Contaminated Land** - Following on from the Phase 1 study this shows that there is a potential for contamination to be present within the ground conditions due to the historical land uses. Therefore a Phase 2 study is required along with a minimum of six rounds of gas and groundwater monitoring. This is to be submitted and approved by the Local Authority before works commence.

**Blackpool International Airport** - 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.

**NATS Safeguarding** - The proposed development has been examined by our technical safeguarding teams and conflicts with our safeguarding criteria (*in respect of the proposed wind turbines*). Accordingly, NATS (En Route) plc objects to the proposal. The reasons for NATS's objection are outlined in our report TOPA SG20971. We would like to take this opportunity to draw your attention

to the legal obligation of local authorities to consult NATS before granting planning permission for a wind farm. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities). In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002. These directions require that the planning authority notify both NATS and the Civil Aviation Authority ('CAA') of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided prior to any granting of permission. It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic. The applicant's agent is seeking to resolve the objection from NATS but if this is not possible then the wind turbines may be omitted from the scheme or their design amended.

**Police Architectural Liaison Officer** - Has the following comments to make - I submitted my recommendations to Mr Barlow on the project design team in early January this year. Although the DAS makes reference to this, there is little detail within the application as to how my security recommendations have been considered and incorporated into the development. My comments and recommendations were as follows;

College and University buildings within the Lancashire area are often targeted for burglary and theft for several reasons. The potential payoff to the offender is high because these types of premises often have many laptops, ipads, cameras and other technical equipment. This kind of equipment is often valuable and easy to remove and conceal which means they are convenient items to steal and sell on. An intruder can easily blend in to the student population whilst looking around for crime opportunities to take advantage of and if an intruder is found in an area where they should not be they can excuse their presence by saying they are lost. Most weekends, after a certain time of evening and during holiday periods it is likely the building will be unoccupied. Types of crimes that have affected the Bispham Campus within the last 12 months include; Theft of pedal cycles which were secured to cycle stand; Burglary of cabins during building works; Damage to vehicles; Theft of ipad from classroom.

Once a building is complete, it is often difficult and costly to address crime and anti-social problems. It is far easier and cost effective to reduce the risk of such issues through the design and security at the outset. In order to reduce the risk of crime and anti-social behaviour affecting the completed development, consideration should be given to the following areas; External approach -all routes should be open and wide with clear sight lines and lighting, planting should be kept to a low level so there are no areas of concealment available; Boundary treatments where appropriate should be robust, of sufficient height and design to deter climbing - welded mesh would be an option to consider and this would allow natural surveillance when not in use; Any car park areas should have appropriate boundary treatments to deter casual intruders wandering through and looking for crime opportunities.

Access control into the building - will there be free access or a card key/fob operated system that allows students only into the building. Once inside, more secure areas should be further restricted, consider an air lock system allowing entry into a lobby area then further restriction to other parts of the building - further discussion required. General classroom areas should allow for security when not in use. Secure internal storage of valuable equipment/ICT CCTV covering the entrance(s), cycle storage and parking areas to deter crime. Glazing - ground floor (and glazing that is easily accessible elsewhere) should be laminated minimum 6.8mm. External doors should be robust and fit for purpose with general pedestrian entrances being certified to PAS 24 (or an alternative accepted

security standard) by a UKAS accredited certification body. External entrances to areas where valuable equipment is to be stored may require a higher standard of security, such as security shutters - further discussion will be required with the Architectural Liaison Officer once the design has been drawn up. Any glazing in external doors must include one pane of attack resistant glass (6.8mm laminated glass or glass successfully tested to BS EN356:2000 rating P3A). Comprehensive Intruder Alarm linked to an Alarm Receiving Centre must be installed to deter and detect intrusion.

Cycle storage provision must be close to the entrance, well overlooked at all times and covered by CCTV which provides good clear images capable of providing identification of offenders and prosecution in court. It is recommended that Internal Lighting is operated by detection devices which are both energy efficient and identify the presence (and progress) of intruders, giving a clear visual alert to security and passers-by out of normal operating hours. Emergency exits should be devoid of any external furniture and where possible overlooked from other buildings/areas. The BREEAM target is to achieve Excellent, I would therefore welcome further information on the security proposals for this development in order to achieve the security credit available. Should planning permission be granted, I ask that the above recommendations be made a security condition, utilising your powers under the below legislation, in order to reduce the risk of crime affecting the future visitors, staff, businesses and local area, thereby promoting safer communities and reducing avoidable demand on policing resources. (1) 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. Section 17 Crime and Disorder Act 1998 Further advice on the requirements of Secured By Design is available from this office or at [www.securedbydesign](http://www.securedbydesign).

**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.

**Railtrack** - No objections in principle. Has highlighted certain issues which the applicant's agent is addressing.

**Head of Transportation** - Has been party to one of the pre-application meetings. 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: 2 April 2015

Site notice displayed: 9 April 2015

Neighbours notified: 30 March 2015

Representations have been received from 10 Hampton Road and the Tuxford Hotel, 23 Alexandra Road.

The comments received are as follows -

- Very disappointing to lose a large parking area next to South Station / Shops /Hotels. Opportunity to add a second platform for South Railway Station and easy parking for railway will be lost. Walking through car parks no longer an option. Site for traction rallies etc. Would be lost. A view of a large shed type building for visitors approaching Blackpool's South Shore via Yeadon Way would not be visually pleasing.
- Have no doubt that the project will get planning permission and go ahead whatever the views of the local residents. I would like to point out however that I have concerns about the noise pollution from the wind turbines, particularly during the sleeping hours, and also light pollution

from all the extra lighting associated with the building. I hope I do not have to say `I told you so` after everything is up and running, installed to all the legislative specifications required but probably very expensive to remedy . My last point to make, presuming the project goes ahead, is that I hope Blackpool Council takes this opportunity to finally solve the long running problem (that they have continually chosen not to address) regarding boy racers etc. causing chaos in the remainder of the car park. Can I suggest a simple barrier system that operates between the hours of 2200 and 0700.

### **NATIONAL PLANNING POLICY FRAMEWORK**

Paragraph 14 states - at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or
- specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the 12 core land-use planning principles which should underpin both plan-making and decision-taking.

Paragraph 21 requires authorities to set out a clear economic vision and strategy for their area.

Paragraph 70 covers the issue of the provision of facilities to meet social, recreational and cultural needs.

### **SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016**

The Blackpool Local Plan was adopted in June 2006 and the majority of its policies saved by direction in June 2009. The following policies are most relevant to this application:

**Policy LQ1 Lifting the Quality of Design** states that new development will be expected to be of a high standard of design and to make a positive contribution to the quality of its surrounding environment.

**Policy LQ2 Site Context** states that the design of new development proposals will be considered in relation to the character and setting of the surrounding area. New developments in streets, spaces or areas with a consistent townscape character should respond to and enhance the existing character. These locations include locations affecting the setting of a Listed Building or should be a high quality contemporary and individual expression of design.

**Policy LQ4 Building Design** states that in order to lift the quality of new building design and ensure that it provides positive reference points for future proposals, new development should satisfy the following criteria:

(A) Public and Private Space - New development will need to make a clear distinction between areas of public and private landscaping utilising appropriate landscaping treatments. Residential

developments will be expected to achieve a connected series of defensible spaces throughout the development.

(B) Scale - The scale, massing and height of new buildings should be appropriate for their use and be related to:

- (i) the width and importance of the street or space
- (ii) the scale, massing and height of neighbouring buildings.

(C) Design of Facades - The detailed appearance of facades will need to create visual interest and must be appropriate to the use of the building. New buildings must have a connecting structure between ground and upper floors composed of:

- (i) a base, of human scale that addresses the street
- (ii) a middle, of definite rhythm, proportions and patterns, normally with vertical emphasis on the design and positioning of windows and other architectural elements
- (iii) a roof, which adds further interest and variety
- (iv) a depth of profile providing texture to the elevation.

(D) Materials - need to be of a high quality and durability and in a form, texture and colour that is complementary to the surrounding area.

**Policy LQ5 Public Realm Design** states that new developments creating outdoor areas will be expected to provide a high quality area that is convenient for all users.

**Policy LQ6 Landscape Design and Biodiversity** states that new development will be required to incorporate appropriate landscaping and benefits to biodiversity wherever possible, that:

- (a) enhances the spaces between and around buildings, including new streets.
- (b) retains existing mature trees, shrubs, hedgerows and other landscape features and species, or habitats of ecological importance, within the site where possible and incorporates them into the overall design.
- (c) makes provision for appropriate replacement planting or creation of features where the removal of existing mature landscaping or important ecological species or habitats is unavoidable.
- (d) provides new planting of appropriate specification, including the use of indigenous species and semi-mature planting, where appropriate.
- (e) avoids the creation of left over spaces.
- (f) provides an adequate buffer between obtrusive developments, such as industry, and other uses.
- (g) avoids interference with the operation of public CCTV systems where in place.

Development proposals will be required, where appropriate, to submit a suitable and comprehensive landscaping scheme, with clear proposals for implementation and maintenance, as part of the planning application.

**Policy LQ8 Energy and Resource Conservation** seeks to ensure that developments minimise their overall demand for resources.

**Policy BH3 Residential and Visitor Amenity** states that developments will not be permitted which would adversely affect the amenity of those occupying residential and visitor accommodation by:

- (i) the scale, design and siting of the proposed development and its effects on privacy, outlook, and levels of sunlight and daylight; and/or
- (ii) the use of and activity associated with the proposed development; or by
- (iii) the use of and activity associated with existing properties in the vicinity of the accommodation proposed.

**Policy BH19 Neighbourhood and community facilities** states that the Council will promote new community facilities on derelict or underused sites where there is an identified shortfall in provision and subject to a sequential test - firstly within or adjoining district or main local centres, then in other local centres and finally if neither of the first two is available on accessible sites served by various means of travel.

**Policy NE10 Floodrisk** states that development in areas at risk from flooding (including tidal inundation) will only be permitted where appropriate flood alleviation measures already exist or are provided by the developer. Developments will not be permitted which would increase run-off that would overload storm drains or watercourses. Sustainable drainage systems will be used in new developments unless it can be demonstrated to the Council's satisfaction that such a scheme is impractical.

**Policy AS1 General Development Requirements** states that development will be permitted where the access, travel and safety needs of all affected by the development are met as follows:

- (a) convenient, safe and pleasant pedestrian access is provided.
- (b) appropriate provision exists or is made for cycle access.
- (c) effective alternative routes are provided where existing cycle routes or public footpaths are to be severed
- (d) appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided.
- (e) appropriate provision exists or is made for public transport.
- (f) safe and appropriate access to the road network is secured for all transport modes requiring access to the development.
- (g) appropriate traffic management measures are incorporated within the development to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport.
- (h) appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B.

Where the above requires the undertaking of off site works or the provision of particular services, these must be provided before any part of the development comes into use.

**Policy AS2 New Development with Significant Transport Implications** states that new developments which would generate significant levels of travel will only be permitted in locations which have good access to the existing main highway network and which are well served by sustainable modes of transport. All proposals at or exceeding 500sqms gross floor area will be required to be supported by a simple Transport Assessment. A comprehensive Transport Assessment and a Travel Plan will be required for all proposals at or exceeding the thresholds set out in Appendix B. Where the above requires the undertaking of off site works or the provision of particular services, these must be provided before any part of the development comes into use. The Council will refuse development which generates excessive or inappropriate traffic in the locality.

**Policy RR13 Central Corridor** states that the area will be enhanced as a visitor attraction. Development or redevelopment will be permitted subject to following criteria - enhancement, meeting a local need and impact on car parking.

## **EMERGING PLANNING POLICY**

The Core Strategy Proposed Submission was agreed for consultation by the Council's Executive Committee on 16 June 2014 and by the full Council on 25 June 2014. The document was published for public consultation on 4 July 2014 for a period of eight weeks. After the consultation ended the document was updated and was submitted to the Planning Inspectorate in December 2014 for



examination in May 2015. The examination took place between 11 and 15 May and we are now awaiting the response from the Inspector.

Paragraph 216 of the NPPF allows relevant policies to be given weight in decision-taking according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF. Overall, a limited number of representations were received to the Proposed Submission document. Of those representations made expressing concern with the proposed policies, it is not considered that the issues raised justify the need for modifications to be made to the policies prior to submission (other than minor modifications to improve clarity for example). Therefore, the Council considers that, due to the advanced stage of the Core Strategy all relevant policies to this development should be given considerable weight in decision making.

Emerging policies in the Core Strategy Submission version that are most relevant to this application are:

- CS1 - strategic location for development
- CS3 - economic development and employment
- CS5 - connectivity
- CS7 - quality of design
- CS9 - water management
- CS10 - sustainable design
- CS15 - health and education
- CS22 - key resort gateways

None of these policies conflict with or outweigh the provisions of the adopted Local Plan policies listed above.

## **ASSESSMENT**

### **Principle of the development**

The site is part of the Central Corridor and the Resort Core as identified in the Local Plan. The site is in a sustainable location being adjacent to the Blackpool South Railway station being close to the South Shore District Centre and the Waterloo Road/St Annes Road Local Centre. There are bus routes on Waterloo Road (services 5 and 16) and Lytham Road (services 5, 10 and 11). The site is also adjacent the main car route into the town. In this respect the site would meet local and regional requirements. There are no sequentially more preferable sites in any of the district or main local centres and the facility cannot be accommodated on the Ashfield Road or Palatine campuses. The principle of the development of the site is considered acceptable and it is considered that it would enhance the setting of the Central Corridor as required by Policies RR13 of the Local Plan and CS22 of the Core Strategy.

### **Loss of car parking**

Another aspect of Policies RR13 and CS22 is the impact of the proposal on car parking in the Central Corridor given its importance in serving attractions in the Resort Core. The existing 'South Car Park' in the Central Corridor has 938 spaces and this proposal would reduce overall numbers to 361 spaces which would be split into two areas - the smaller northern car park adjacent to the railway station and Waterloo Road and the larger southern car park adjacent to Lytham Road. Whilst this appears a drastic reduction in car parking capacity at the southern end of the Central Corridor it has

to be borne in mind that usage of this area is sporadic and peak usage is confined to Bank Holidays and the October half term holiday. The car park is therefore an under used resource for the bulk of the year. In retaining some public parking in this area adjacent to the railway station and South Shore District Centre and at the southern end to serve the attractions at the southern end of the Resort Core it is considered that the requirements of Policies RR13 and CS22 in terms of car parking are met.

### **Design of the development**

The building would be of a modern design and would face Yeadon Way. The design and materials would be similar to the Automotive Technology building being erected at the Ashfield Road campus. It would be set behind a paved/ landscaped forecourt between 8 and 30 metres from Yeadon Way. The bulk of the building would be broken up by elevations on different planes and different roof types (flat and curved) and materials/colours. It is considered that the design would meet the requirements of Policies LQ1 and LQ4 of the Local Plan and CS7 of the Core Strategy and given the desire to meet BREEAM requirements it would meet the requirements of Policies LQ8 and CS10. The forecourt would meet the requirements of Policy LQ5 of the Local Plan. Given that the site is in effect an island site sandwiched between Yeadon Way and the railway line it is inevitable that the 'back of house' facilities will be visible. These will be visible from the railway line and the rear of properties fronting Lytham Road. The proposal seeks to mitigate this visual impact and whilst the rear elevation is more bland in appearance than the front elevation there has been an attempt to add some interest and the curved roof will help to add some interest. Overall it is felt that the design of the building would be consistent with the design policies of the Local Plan and Core Strategy and the paragraphs relating to design in the NPPF.

### **Impact on residential amenity**

The houses which front onto Hampton Road would be some 80 metres from the car parking area to serve the building, some 150 metres from the building and some 170 metres from the nearest wind turbine. These distances are considered acceptable to avoid any undue impact on the amenities of residents. Modern lighting is designed to reduce light spill and avoid impact on amenity. In terms of the residents of properties fronting Lytham Road they would be closer to the back of house operation (servicing - materials , food and bins), hence it is considered necessary to restrict the hours of servicing/ waste collection to avoid undue impact on their amenities. It is considered with this caveat the proposal would be consistent with Policies BH3 and CS7 and para 17 of the NPPF.

### **Impact on highway safety**

There would be two points of vehicular access to the site, one at the northern end off Yeadon Way and one at the southern end off the spur road off Yeadon Way. There would be a defined pedestrian route through the site which would link the car parking areas to the south and north of the site as well as providing a route from Waterloo Road and Lytham Road and the parking areas within the site to provide a total of 196 spaces. The proposal is considered acceptable in highway safety terms and is considered to be consistent with Policies AS1 and AS2 and CS5. The location would offer access by rail and by bus with services on Waterloo Road and Lytham Road and access by cycle and motorcycle (with on site parking being provided) and accordingly a travel plan is required to assist in reducing reliance on the private motor car.

### **CONCLUSION**

This is considered to be an appropriate location for this facility and would be a boost to the economy of the area in providing a state of the art teaching facility. It is considered to be a sustainable location capable of being served by various means of travel and would enhance this part of the Central Corridor which represents an under used resource and a stark featureless area as you approach the town. Parking will be retained to serve the station and District Centre and to serve the attractions at the southern end of the Resort Core.

## **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

**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. Before any above ground structures are erected details of materials to be used on the external elevations of the building shall be submitted to and be approved in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ4 of the Blackpool Local Plan 2001-2016.

3. Before any above ground structures are erected details of the surfacing materials to be used as part of the development shall be submitted to and be approved in writing by the Local Planning Authority. The approved materials shall then be used as part of the development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016

4. a) Before any above ground structures are erected details of both hard and soft landscaping works shall be submitted to and be 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.

5. Prior to the development hereby approved being first brought into use the refuse storage provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants and neighbours, in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

6. Prior to the development hereby approved being first brought into use the car parking provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

7. Prior to the development hereby approved being first brought into use the secure cycle storage and motorcycle provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: To enable access to and from the property by sustainable transport mode, in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

8. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of construction traffic.

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and because such details are not part of the application.

9. The development shall not be occupied until a travel plan has been submitted to and be approved in writing by the Local Planning Authority. Such travel plan 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.

10. The development hereby approved shall not be occupied until the servicing provisions, including manoeuvring areas, have been provided in accordance with the approved details; such areas shall not be used thereafter for any purpose other than that indicated on the approved plan and all servicing within the site including loading and unloading shall take place from within the servicing area shown. The development shall not be serviced or waste collected between the hours of 8pm and 7am the following day

Reason: In the interests of the appearance of the locality and highway safety and the amenities of local residents, in accordance with Policies LQ4, BH3 and AS1 of the Blackpool Local Plan 2001-2016.

11. Before any above ground structures are erected details of the appearance, technical specification and siting of any external ventilation ducting and plant shall be submitted to and be approved in writing by the Local Planning Authority. The approved ducting and plant 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 and the visual amenities of the area, in accordance with Policies BH3 and LQ4 of the Blackpool Local Plan 2001-2016.

12. Before the premises are first occupied walls or fences of a type and situation as to be approved in writing by the Local Planning Authority shall be erected and thereafter retained.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016.

### **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.