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Blackpool Council

14 October 2016

To: Councillors I Coleman, Critchley, Elmes, Hutton, Maycock, Stansfield and L Williams

PLANNING COMMITTEE

Update Note and Public Speakers List

Please find attached the Update Note and Public Speakers List for Tuesday, 25 October 2016 meeting of the Planning Committee.

Agenda No	Item
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4a	<u>Update Note and Public Speakers List</u> (Pages 1 - 34)
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Yours sincerely

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25th October 2016

Planning Committee:

Planning Application Reports – Update Notes

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

Case: Year:	Address:	Update:
16/0473	585-593 Promenade and 1 Wimbourne Place	<p>Additional representations have been received from –</p> <p>Mr Hyatt, 32 Clifton Drive, Blackpool – Here are further objections, based on the amended site layout documents (ref: 16/0473) posted on the Council Planning website on 12 October.</p> <p>Some changes have been made to the car park area.</p> <p>1. There is a note saying 'right of way for garages' at the north end of the car park but there is no indication of where this runs. I've taken the liberty of marking the footpath (to which this note refers) on the attached site layout plan (document attached). I've followed the line of the path as shown on Land Registry documents already supplied to Council Planning staff. I've also indicated where a Blackpool Council street light is positioned on the pathway.</p> <p>The path is approx 6 feet wide where it currently runs behind the Kingsbury, Alderney and Ocean Bay hotels (before passing behind the Kimberley).</p> <p>I don't think this is 'right of way for garages' as stated. It appears to be a general right of way to the rear of the hotels and should be preserved. This clearly impacts on a number of parking spaces - reducing the number available in this section of the proposed car park. Even if the path is moved north, as has been suggested, it will still impact up on some parking spaces and probably make the final barrier and aisle at the north end of the car park unusable.</p>

		<p>2. Following on from this is the issue of who is responsible for the back alley? As the Head of Transportation said: "The street is unadopted highway, therefore responsibility lies with the frontages". Has the Council investigated this?</p> <p>3. Communal bin storage areas have been moved to the edge of the car park, adjacent to the back alley and within a few metres of the rear gardens of the houses on Clifton Drive. There is no indication of the style or height of the 'decorative fencing' but it's hard to imagine any disguise that would make these anything but a nuisance to residents of Clifton Drive - noise, smells, etc, - contrary to Council policy BH3.</p> <p>It's very likely that these storage areas will block drivers sight lines in and out of the car park.</p> <p>There is no indication of where the bin store doors would be placed and there is no footpath to them. Residents would have to cross the car park to dispose of their rubbish - is this a safe arrangement and in line with council policy?. I also understand that residents should not be expected to carry their waste for more than 30 metres - I'm not sure if this is relates to the building entrance or the individual flats - maybe a council planning officer could advise on this?</p> <p>There are car parking spaces abutting the bin storage areas - I think it's unlikely anyone will want to park in these spaces. Is there a requirement to have a 'bumper zone' around bin storage areas?</p> <p>4. There is no indication of any protection for the supporting columns which encroach on a number of parking spaces. Surely these are obstacles to parking and the columns should be given their own bump protection? On this theme, I can't reconcile the positioning of the columns on the amended 'site layout' plan with those shown on the document titled 'Sketch to Rear of Proposed Flats'. The columns shown in the 'rear sketch' are evenly spaced and follow the outline of the building as one might expect. The 'site layout' columns are irregularly spaced and some are set back from the edge of the building (see attached document). Which of these is correct? If the 'rear sketch' is correct then the columns will have a greater impact on the parking spaces.</p> <p>5.No swept path analysis has been carried out so I can't see how the council can approve the layout of this car park and the narrow roads used to access it. I can't find anything that recommends the cul-de-sac layout with anything more than 6 spaces (3 either side of the aisle) and yet we have 18</p>
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		<p>and 20 spaces on one aisle in this proposed layout. There appears to be less than 6 metres manoeuvring space at the narrow end of the aisle by the motorcycle rank. Swept path analysis is would normally be used to check that this is safe .</p> <p>6, Despite amending the car park layout, there is still no provision for disabled parking. Could someone explain the Council policy on the provision of parking for disabled drivers on new developments? Has the 'public sector equality duty' been respected here.</p> <p>7. The addition of the truck graphics on the amended site layout shows clearly the danger to the back garden walls of the houses on Clifton Drive. A buffer zone is required to protect the walls. Again I've taken the liberty of using one of the truck graphics to show how I feel the turning into the back alley is not suitable for large vehicles (see document). I don't think large vehicles could pass safely on either the back alley or Wimbourne Place. Swept path analysis should have been carried out to check this.</p> <p>8. For Central Government view on parking - see press release from the Department for Communities and Local Government (August 2014) stating:</p> <p>'Eric Pickles calls for new housing developments to be built with more parking spaces'. He called on Councils to do this to: 'end a vicious cycle where clogged up streets leave motorists to run a gauntlet of congestion, unfair fines and restrictions.' (see attached document in full)</p> <p>Please see pictures of parking on Clifton Drive (sent earlier to Council Planning Office) which illustrate how appropriate his comments are for this area.</p> <p>The car park for the proposed development does not even provide 1 space per apartment even though the recommended number of spaces is 1.5 per apartment. Parking spaces could be lost if; the footpath is reinstated, bumper zones are added around the bin storage areas, wider bays are introduced for disabled drivers, bump protection is added around the supporting columns...etc. It would be useful to have an expert opinion on the car park to see if there are simply too many parking spaces crammed on to the site and to have an independent assessment of the appropriate number of parking spaces (and therefore the maximum number of apartments) that the site can realistically support.</p> <p>1. Amended site layout document showing the mass of the</p>
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		<p>proposed building at 2nd & 3rd storey levels. Also shown are: my approximation of the footpath as shown on the Land registry documents, the existing parking bays on the crescent and a query on turning space. All relevant to the application.</p> <p>2 Amended site layout showing outline of proposed building with the supporting columns ringed in blue. I've asked that this be compared with the 'sketch to rear of proposed flats' which was posted on the planning website by the applicants,</p> <p>3. Two page press release from Department of Communities and Local Government (I had to copy the pages separately) I supplied a picture earlier which links to this (attached again for reference).</p>
		<p>Mrs Harrison, 28 Clifton Drive –</p> <p>Having looked at the two new plans I have the following questions which I hope you could give me the answers to With the replacing of the waste bins to the edge of the car park has there been any loss of car parking places.</p> <p>The access to the car parking narrows as it gets nearer to the development, is it possible to estimate the distance between?</p> <p>The encroachment of the supporting pillars into the car parking spaces, what is their width.</p> <p>The pavement on Wimbourne Place between the back road and the front of the new building has now been widened. Has this extra space been taken from the building frontage or is the road now narrower than before, as it is impossible to tell from the drawing.</p> <p>No sunpath diagram has been submitted which I feel shows a lack of respect to the residents as with the back of the residents houses facing direct west it could possibly have a great impact.</p> <p>There is still no designated pedestrian access on the rear road.</p> <p>I note the delivery bay at the front of the development, however this does not address the problem of it being impossible for two way traffic due to the parking bays running along the crescent. As the residents of the houses</p>

		<p>on Clifton Drive have finally had double lines put in front of the houses which equates to a loss of eight car parking spaces for visitors, to the local hotels, any further loss would be unacceptable to the hoteliers.</p> <p>The transport assessment is still giving a misleading impression as there is no direct bus link to Lytham St Annes as stated nor is the fact that there is no evening bus transport mentioned.</p> <p>The residents' opinions have not changed, as when this building is demolished, now is the time to provide a modern access road system and not to congest roads which were laid in the 1930's.</p> <p>As always thank you for all your help</p> <p>Response to Mrs Harrison –</p> <ul style="list-style-type: none"> • There would be the same number of car parking spaces – 84 • 4 of the aisles between the car parking bays would be 6 metres or more in width. One aisle would taper to 5 metres – where the motorcycle spaces would be but there is space to manoeuvre vehicles in this area and only the end two spaces would have the 5 metre gap. • The pillars are shown as 20cm x 20cm. With the aisle widths proposed and the fact that a number of the pillars would straddle car parking spaces (ie 10cm one space and 10cm on the adjacent space) I do not think that these would prevent the spaces from being used • The pavement has been increased in width to 2 metres by reducing the width of the landscaped strip along Wimbourne Place frontage of the application site • I did request sunpath diagrams but the applicant has declined to provide these. A judgement has had to be made on the basis of the height of the building and distances between buildings • I accept the width of the road at the front is reduced by the parking bays on the western side of the road but there is space for a delivery vehicle travelling from the north to pull clear of New South Promenade to allow a vehicle travelling north along the road to pull past the parked cars and exit onto New South Promenade. The loading bay would prevent vehicles unloading/loading from blocking the road • I note your comments re the bus services
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		<p>Mrs Whadcock, Ocean Bay Hotel , Promenade –</p> <p>1st...projection of 1.8 metres forward of main building line. My 1st floor bedroom has only 1 window with 2 panes of glass (half of a bay window, as that whole bay window is split between 2 rooms) each pane is only 24 inches wide, one will look out to the side of your proposed brick wall and the other will face forward overlooking the sea, giving me only 24 inches of light/view, the sun has got to pass over 7/6/5 stories from back of properties to front before I will get direct sun light to my front rooms.</p> <p>The view.... 5 stories of solid brick wall to the side windows at a starting point of 10 centimetres.</p> <p>2nd... Rear projection Belatedly I have raised an issue!!</p> <p>I am no architect!..... these plans do not make a lot of sense to me, this is not my line of work! Just because it was not raised in my first objection does not make it a viable objection, I did not understand the implications to my business. I had to come to see you for information about dimensions and size measurements as they were not displayed on the plans, I gave these drawings to a chartered surveyor to look at for me, and it was him that pointed out that I have big problems at the back of my property.</p> <p>I will look out of my living quarters and the brick wall which will be within 4.560 meters of my window, which will be facing me and at a height of 14 meters, now I do not even know if this wall will have windows in or even overlook other peoples' personal space, that's how vague these plans are to me!</p> <p>Facing south of my hotel are only 4 bedrooms and one bathroom, one of those rooms is also personal living space which will be boxed in by this brick wall...3 rooms will be mostly be affected by this rear projection.</p> <p>People do spend time in thei hotel rooms, young couples with little children and the elderly do especially, I do when I'm away! not everyone admitted, but some do! if they do they will be coming back to a dismal cold depressing room.</p> <p>This IS my main living area, where else to I go to relax take my shoes off and enjoy peace and quiet read a book watch tv, eat my meals away from guests?, when I'm in the public areas of the hotel I am on duty!!, I do take objection on you telling me when I came to see you a couple of weeks ago, "I can use my sunroom"</p>
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		<p>I am so glad you state that this development will have an impact on light to these rooms, as so far every concern and objection I have raised you seem to consider acceptable.. Consider this, you sitting at home Sat/Sun afternoon looking out onto a 14 metre brick wall at a distance of 4.860 meters away, you reading a book, lovely and sunny outside but there you are fire on n lights on at 2pm the afternoon.... I do not consider this acceptable for you so why do you think it will be acceptable for me?</p> <p>Traffic/transport issues...</p> <p>I would say that this day and age most homes/houses business are near transport links, but that certainly does not stop people owning cars, even 2/3 cars per family with a very very low percentage of the owning a cycle for commuting purpose.</p> <p>In summary...Why is this development so large, without any regard to neighbours? you say that's it needs to be large to attract a developer....THIS IS A PRIME LOCATION, who would not want it?.. The Hilton by Hampton development, yes I know it's an Hotel, but a developer nevertheless, they could see the potential, Rhoda Court the flats on Clifton Drive someone saw the potential there and they were not on the sea front, Rhoda Court fits in nicely with the surrounding building not a huge blot on the landscape... Has a smaller development plan ever gone in? one that is within the keeping of the area? The current owners want this as big in height, width and depth as they can get it which would mean a bigger profit in their pockets once sold, not good look for this area!</p>
		<p>Appended are some additional photographs received. An oral update will be provided at the meeting</p> <p>Comments from Traffic AND Highways point of view are parking and access, taking each one in turn I have the following comments:</p> <p>1. Parking:</p> <ul style="list-style-type: none"> • 84 car parking spaces for 91 permanent flats. The site is accessible by other modes of transport so normally the shortfall in spaces would not be considered an issue, however on this occasion this shortfall may be a problem given the on-street parking problems in this area for part of the year.

		<ul style="list-style-type: none"> • Some residents may choose not to have the use of a car, meaning supply may meet demand. I would advise that some form of arrangement/criteria be put in place for the allocation of the car parking spaces. • The layout appears ok in terms of car parking dimensions and aisle widths, on area which could do with reviewing and modifying, are the spaces in the vicinity of the motorcycle parking - aisle width at 5000mm is sub-standard. <p>2. Access:</p> <ul style="list-style-type: none"> • Pedestrian access points are considered acceptable. • Vehicle access points vary in width, the narrowest being slightly wider than 5000mm – considered acceptable for two-way traffic flow into the car park. • The proposed car park at the rear will intensify the use of the rear street, the width of the street immediately behind the proposal site is approximately 5500mm which is adequate for two-way traffic flow. A pinch point does exist at the Burlington Road end, however as there is a more one area where access can be gained, this does not cause any significant highway concerns. • Widening the footway on the northern side of Wimbourne Place is welcomed <ol style="list-style-type: none"> 3. Lighting to the car park should be considered and provided. 4. A Demolition Plan to be conditioned. 5. A Construction Management Plan to be conditioned. 6. The flats will require formal postal addresses, applicant to contact Highways & Traffic Division, Blackpool Council, P.O Box 4, Blackpool, FY1 1NA, 01253 477477. 7. The rear street is classed as unadopted highway, responsibility for the upkeep and maintenance lies with the frontages.
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News story

More parking for new homes will end 'vicious cycle of clogged up streets'

From: Department for Communities and Local Government (<https://www.gov.uk/government/organisations/department-for-communities-and-local-government>) and The Rt Hon Sir Eric Pickles MP (<https://www.gov.uk/government/people/eric-pickles>)
First published: 26 August 2014
Part of: Planning system (<https://www.gov.uk/government/policies/planning-system>)

This news article was published under the 2010 to 2015 Conservative and Liberal Democrat coalition government

Eric Pickles calls for new housing developments to be built with more parking spaces.



Local Government Secretary, Eric Pickles called on councils to ensure more parking spaces are provided alongside new homes to end a 'vicious cycle' where clogged up streets leave motorists to run a gauntlet of congestion, unfair fines and restrictions.

The government is proposing further action is taken to rein back in arbitrary 'maximum parking standards', which have previously prevented and restricted house builders from providing homes with car parking spaces that families want and need.

Where sufficient parking spaces are not provided people will resort to either tarmacking over their front garden or parking on the street. This can then result in a counter-productive increase in municipal on-street parking restrictions and fines.

The Secretary of State was clear that new developments should be built with sufficient parking that reflects local market demand.

Eric Pickles, said:

" Families want a home with space for children to play in the garden and somewhere to park and load the car or cars. The consequences of not building this are there for all to see: more cars left on the kerb, more cars parked in the streets, more municipal parking restrictions and more parking tickets.

No space at home leaves no space on the road. We need to cease this vicious cycle that leaves our streets endlessly clogged up. Allowing the market to offer enough parking spaces will help take the pressure off our congested roads."

Further information

The department has published new planning guidance for consultation (<https://www.gov.uk/government/consultations/technical-consultation-on-planning>), which seeks councils support to improve the quality and quantity of parking as part of the government's long-term economic plan.

Ministers put an end to previous Whitehall planning policy that encouraged councils to hike car parking charges. In a new consultation, they now want to see what else can be done to ensure house builders can provide adequate on-street parking in new developments.

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These steps build on previous reforms to tackle other over-zealous parking policies including introducing grace periods and making it illegal to use CCTV 'spy cars' alone to enforce on-street parking and introducing reviews of yellow lines for on-street parking.

See more details on the consultation (<https://www.gov.uk/government/news/cutting-red-tape-to-breathe-new-life-into-local-communities>).

The government is not making any changes to minimum parking standards, which ensure that new housing is built with at least a basic provision of parking. However, maximum parking standards are frequently used by councils to prevent sufficient parking needed and wanted by families.

Office address and general enquiries

2 Marsham Street
London
SW1P 4DF

Contact form <http://forms.communiti...> (<http://forms.communities.gov.uk/>)

General enquiries: please use this number if you are a member of the public 030 3444 0000

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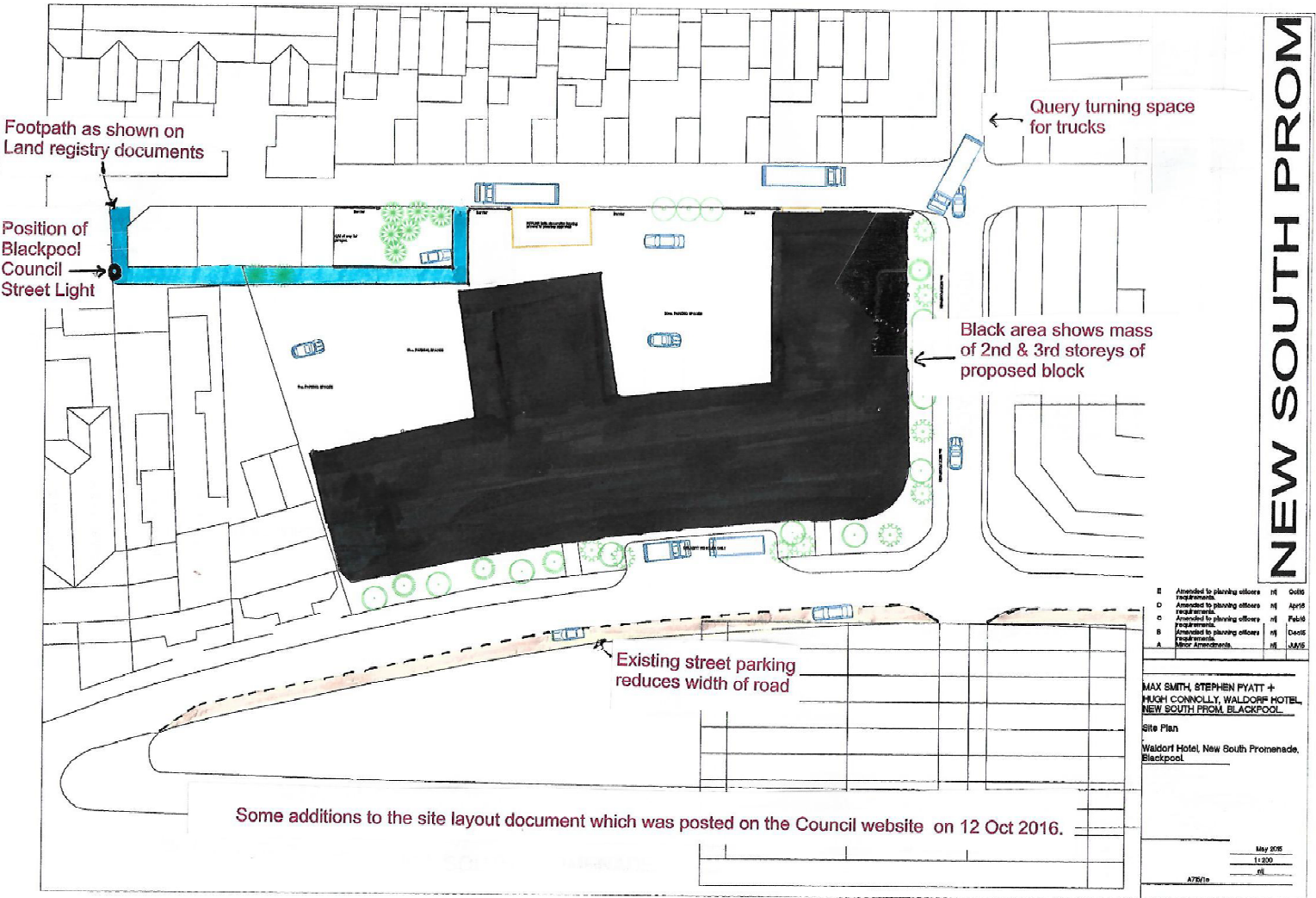
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NEW SOUTH PROM



Some additions to the site layout document which was posted on the Council website on 12 Oct 2016.

E	Amended to planning officers	01	Oct16
D	Amended to planning officers	01	April
C	Amended to planning officers	01	Feb16
B	Amended to planning officers	01	Dec15
A	Amended to planning officers	01	Nov15
A	Minor Amendments	01	JAN16

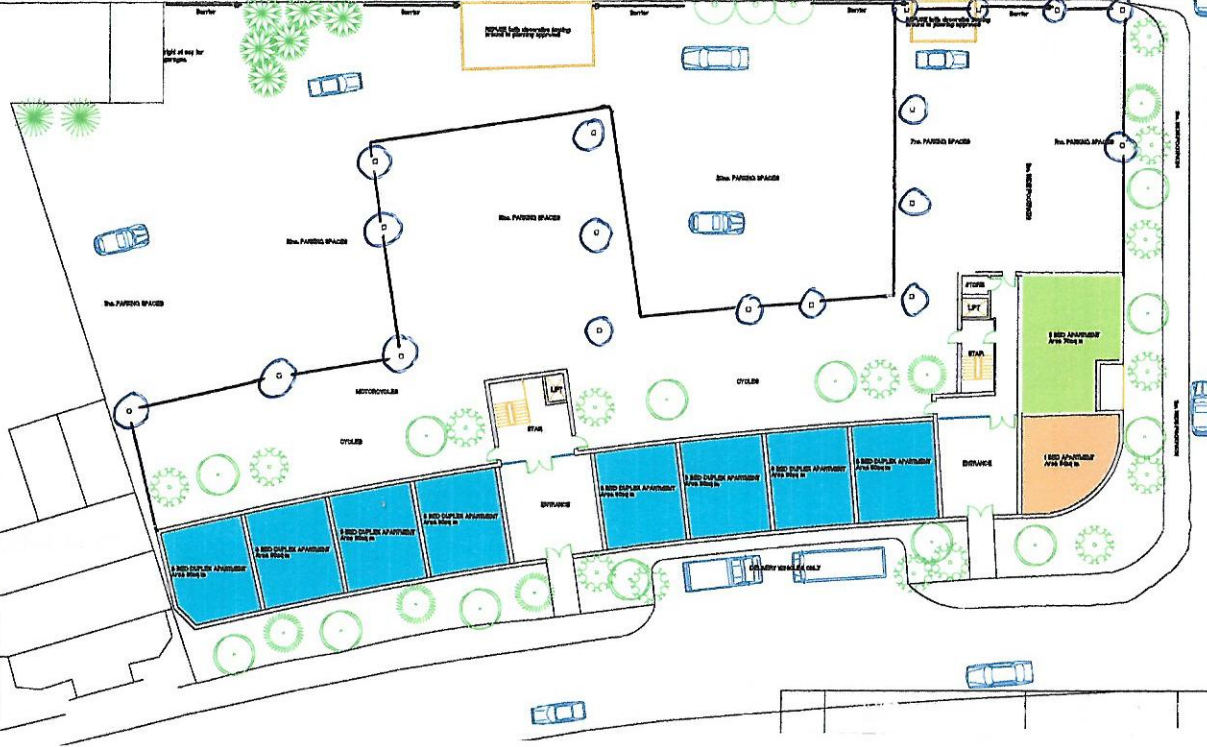
MAX SMITH, STEPHEN PYATT +
 HUGH CONNOLLY, WALDORF HOTEL,
 NEW SOUTH PROM, BLACKPOOL.

Site Plan
 Waldorf Hotel, New South Promenade,
 Blackpool.

May 2016
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Query on distance between end of block and rear boundary walls of houses on Clifton Drive (appears to be width of back alley which is approx 5.3 metres).



Amended site layout showing outline of proposed building with supporting columns ringed. Please compare with the 'sketch to rear of proposed flats' to see differences.

E	Amended to planning officers requirements.	nj	Oct15
D	Amended to planning officers requirements.	nj	Apr15
C	Amended to planning officers requirements.	nj	Feb15
B	Amended to planning officers requirements.	nj	Dec15
A	Minor Amendments.	nj	JULY15

MAX SMITH, STEPHEN PYATT + HUGH CONNOLLY, WALDORF HOTEL, NEW SOUTH PROM, BLACKPOOL.

Site Plan
Waldorf Hotel, New South Promenade, Blackpool.

May 2015
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nj
A75/1a

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