

Blackpool Council

20 November 2015

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

The above members are requested to attend the:

PLANNING COMMITTEE

Tuesday, 1 December 2015 at 6.00 pm
in Committee Room A, Town Hall, Blackpool FY1 1GB

A G E N D A

1 DECLARATIONS OF INTEREST

Members are asked to declare any interests in the items under consideration and in doing so state:

- (1) the type of interest concerned; and
- (2) the nature of the interest concerned

If any Member requires advice on declarations of interest, they are advised to contact the Head of Democratic Services in advance of the meeting.

2 MINUTES OF THE MEETING HELD ON 3 NOVEMBER 2015 (Pages 1 - 8)

To agree the minutes of the last meeting held on 3 November 2015 as a true and correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED (Pages 9 - 12)

The Committee will be requested to note the planning/enforcement appeals lodged and determined.

4 PLANNING ENFORCEMENT UPDATE REPORT (Pages 13 - 16)

The Committee will be asked to note the outcomes of the cases and support the actions of the Service Manager, Public Protection.

5 PLANNING APPLICATION 15/0223 - FYLDE COAST ICE ARENA, BRISTOL AVENUE (Pages 17 - 28)

The Committee will be requested to consider an application for planning permission, details of which are set out in the accompanying report.

6 PLANNING APPLICATION 15/0394 - 138 STONY HILL AVENUE (Pages 29 - 52)

The Committee will be requested to consider an application for planning permission, details of which are set out in the accompanying report.

7 PLANNING APPLICATION - 15/0425 - LAYTON MEDICAL CENTRE, 200 KINGSCOTE DRIVE (Pages 53 - 64)

The Committee will be requested to consider an application for planning permission, details of which are set out in the accompanying report.

8 PLANNING APPLICATION 15/0457 - CO-OPERATIVE SPORTS AND SOCIAL CLUB, PRESTON NEW ROAD (Pages 65 - 84)

The Committee will be requested to consider an application for planning permission, details of which are set out in the accompanying report.

9 PLANNING APPLICATION 15/0625 - UNIT A, PRESTIGE HOUSE, CORNFORD ROAD (Pages 85 - 96)

The Committee will be requested to consider an application for planning permission, details of which are set out in the accompanying report.

Venue information:

First floor meeting room (lift available), accessible toilets (ground floor), no-smoking building.

Other information:

For queries regarding this agenda please contact Bernadette Jarvis, Senior Democratic Services Adviser, Tel: (01253) 477212, e-mail bernadette.jarvis@blackpool.gov.uk

Copies of agendas and minutes of Council and committee meetings are available on the Council's website at www.blackpool.gov.uk.

Present:

Councillor L Williams (in the Chair)

Councillors

I Coleman
Critchley

Elmes
Hutton

Maycock
T Williams

In Attendance:

Mrs Bernadette Jarvis, Senior Democratic Governance Adviser

Mr Gary Johnston, Head of Development Management

Mr Mark Shaw, Principal Planning Officer

Mr Latif Patel, Group Engineer, Traffic Management

Ms Carmel White, Chief Corporate Solicitor

1 DECLARATIONS OF INTEREST

There were no declarations of interest on this occasion.

2 MINUTES OF THE MEETING HELD ON 6 OCTOBER 2015

Resolved: That the minutes of the meeting held on 6th October 2015 be signed by the Chairman as a correct record.

3 PLANNING APPEAL LODGED

The Committee considered a report outlining details of a planning appeal lodged since the last meeting.

Resolved: To note the planning appeal lodged.

Background paper: Letter from the Planning Inspectorate dated 13th October 2015.

4 PLANNING ENFORCEMENT UPDATE REPORT

The Committee considered a report summarising planning enforcement activity within Blackpool during September 2015.

Resolved: To note the outcomes of the cases in the report and to support the actions of the Service Manager, Public Protection Department in authorising the notices.

5 PLANNING APPLICATION 15/0362 - KINGS CHRISTIAN CENTRE, WARLEY ROAD

The Committee considered application 15/0362 for the erection of a three storey building comprising 15 two bedroom self-contained permanent flats with vehicle access to rear from Gynn Avenue and associated car parking facilities for 13 vehicles and refuse store to rear.

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 3 NOVEMBER 2015

Mr Shaw, Principal Planning Officer presented the Committee with a brief outline of the application and the proposed plans for the development. Members were reminded that the application had been deferred from a previous meeting due to the late receipt of an objection from the Head of Transportation. Following this, a meeting had been held with the applicant to discuss the concerns raised by the Head of Transportation and this had resulted in an amended plan being submitted. The revised plan included an increase in the number of parking spaces and the relocation of the proposed refuse bins to enable easier access.

Mr Shaw reported on improvements made to the appearance of the building and explained that the facing materials would be dealt with as a condition of the planning permission. Members were advised that consent had already been given for the demolition of the existing building. Mr Shaw concluded by advising Members of the sustainability and suitability of the location for the proposed development.

Responding to a concern raised regarding the impact on parking as a result of the development, Mr Shaw confirmed that the proposed number of parking spaces was considered appropriate for the size of the development and given the location of the sites relative to local facilities.

Resolved: That the application be approved, subject to the conditions, and for the reasons set out in the appendix to the minutes.

Background papers: Applications, plans and replies to consultations upon the applications.

6 PLANNING APPLICATION 15/0583 - LAND ADJACENT TO 39 SCHOOL ROAD

The Committee considered application 15/0583 for the retention of a temporary amenity building for a period of two years.

Mr Johnston, Head of Development Management, presented the Committee with a brief overview of the application and the site layout and elevational plans. Members were reminded that at its meeting in March the Committee had approved plans for an amenity building on the site. Mr Johnston advised Members that the application before the Committee was for a temporary amenity building on the site until the approved amenity building could be erected. The temporary building would be located partially on the footprint of the approved amenity building. Whilst the application requested the temporary amenity building be in place for a period of two years, Mr Johnston considered an 18 month period would be more appropriate to enable construction of the approved amenity building to take place in Spring 2017. He referred Members to the Update Note and the associated photograph. Mr Johnston reported on the main differences between the temporary amenity building and the approved permanent amenity building. Members were advised of the layout of the temporary amenity building which comprised of a shower, toilet facilities, kitchen area and day room. Mr Johnston reported that the temporary amenity building had previously been located at another site on School Road, for which it had previously received planning permission.

Mr Lancaster, public objector, spoke in objection to the application.

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 3 NOVEMBER 2015

Mr Jenkins, applicant, spoke in support of the application.

Councillor Stansfield, Ward Councillor, spoke on behalf of Mr Lancaster and his family in objection to the application.

On invitation from the Chairman, Mr Johnston responded to the representations. He confirmed that prior permission for the amenity building at a different site in the nearby area was a material consideration and cited other similar buildings within the area that had been used as a short term solution. He confirmed that some of the work that would be carried out for the temporary building would also serve the permanent building. He confirmed that, in his view, there would be no material impact on any alleged flooding and no impediment to visibility for pedestrians as a result of the siting of the temporary amenity building.

In response to claims that no progress had been made to meet the requirements of the conditions associated with the previous planning permission for the site, Mr Johnston reported on some of the work that had been undertaken, although accepted that it might not have been carried out as quickly as hoped. He confirmed that the building had appeared on site in July 2015 without the appropriate planning permission.

During its deliberations, the Committee raised concerns regarding the installation of the temporary amenity building without the appropriate planning permission and the potential for the building, if permission was granted, to remain on site following the approved period, particularly if funds had already been spent on its installation. Further concerns included the arrangements that would be put in place during the time that the temporary building was removed and the erection of the permanent building as they were mainly sited in the same location. In response to some of the concerns, Mr Johnston confirmed that, should the application be granted and the temporary building not be removed at the appropriate time, the applicant could submit a further application for the Committee's consideration. Mr Johnston also explained generally regarding planning enforcement provisions. He confirmed that the plan for the permanent structure had been approved, and details of the proposed materials to be used had been received.

Responding to further concerns regarding the use of the temporary building for accommodation purposes rather than as an amenity building, Mr Johnston confirmed that he had made several visits to the site, some of which had been unannounced and had found no evidence of this.

The Committee carefully considered the application and all the representations made at the meeting.

The Committee noted the Head of Development Management's rationale for recommending an 18 month period for the temporary building as opposed to two years.

Taking all the above into consideration, and notwithstanding the concerns raised, the Committee generally agreed that permission for the temporary amenity building should be granted although requested that it be made clear to the applicant that it would need to be removed at the end of the 18 month period.

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 3 NOVEMBER 2015

Resolved: That the application be approved, subject to the conditions, and for the reasons set out in the appendix to the minutes.

Background papers: Applications, plans and replies to consultations upon the applications.

Chairman

(The meeting ended 7.02pm)

Any queries regarding these minutes, please contact:
Bernadette Jarvis Senior Democratic Services Adviser
Tel: (01253) 477212
E-mail: bernadette.jarvis@blackpool.gov.uk

Application Number: 15/0362 Erection of three storey building comprising 15 x two bedroom self-contained permanent flats with vehicle access to rear from Gynn Avenue and associated car parking facilities for 13 vehicles, and refuse store to rear.

Decision: Grant Permission

Conditions:

- 1 Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:
 - Landscaping
 - ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

Details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced.

- 2 Details of materials to be used on the external elevations shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1, LQ4, BH3 of the Blackpool Local Plan 2001-2016 and because such details are not included in the application.

- 3
 - a) No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include any proposed changes to existing ground levels, means of enclosure and boundary treatment, areas of soft landscaping, hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.
 - b) The landscaping works shall be carried out in accordance with the approved details within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.)
 - c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within five years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning

Authority gives its written consent to any variation.

Reason. To ensure the site is satisfactorily landscaped in the interests of visual amenity and to ensure there are adequate areas of soft landscaping to act as a soakaway during times of heavy rainfall with regards to Policy LQ6 of the Blackpool Local Plan 2001-2016 and because such details are not included in the application.

- 4 Details of the appearance of the bin and cycle storage areas indicated on the approved plan(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the development being commenced.

Reason: In the interests of the appearance of the site and locality, in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and because such details are not included in the application.

- 5 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 routeing 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 included in the application.

- 6 Prior to the development hereby approved being first brought into use the car parking provision shown on the approved plan 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 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no change of use from Use Class C3 (the subject of this permission) to Use Class C4 shall take place without the written approval of the Local Planning Authority.

Reason: To safeguard the living conditions of the occupants of nearby residential premises and to prevent the further establishment of Houses in Multiple Occupation which would further increase the stock of poor quality accommodation in the town and further undermine the aim of creating balanced and healthy communities, in accordance with Policies BH3 and HN5 of the Blackpool Local Plan 2001-2016.

- 8 No flat shall be occupied until all of the external alterations and the internal layouts and arrangements have been provided in accordance with the plans hereby approved. The layout of the accommodation and arrangements hereby approved shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the accommodation accords with the Council's approved Supplementary Planning Document, to safeguard the living conditions of the occupiers of the flats and to improve the external appearance of the property in accordance with Policies LQ1, BH3 and HN5 of the Blackpool Local Plan 2001-2016.

- 9 The development authorised by this permission shall not begin until the Local Planning Authority has approved a scheme to secure the provision of or improvements to off site open space together with a mechanism for delivery, in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development" (SPG11).

Reason: To ensure sufficient provision of or to provide sufficient improvements to open space to serve the dwellings in accordance with Policy BH10 of the Blackpool Local Plan 2011-2016 and Supplementary Planning Guidance Note 11 "Open Space Provision for New Residential Development" (SPG11).

NOTE – The development is of a scale to warrant a contribution of £10,320 towards the provision of or improvement to off site open space and management of the open space provision, in accordance with Policy BH10 of the Blackpool Local Plan 2001-2016 and SPG 11. The Applicant(s) should contact the Council to arrange payment of the contribution.

- 10 The demolition of the existing building shall not take place until the recommendations contained in the submitted Ribble Ecology Report dated September 2014 and submitted with application 14/0846 have been discharged and written confirmation has been provided to the Local Planning Authority.

Reason- To ensure that the site has been fully investigated with regards to potentially being occupied by roosting bats and any required remediation measures are carried out in accordance with Policies LQ1 and NE6 of the Blackpool Local Plan 2001-2016.

- 11 No demolition of the existing buildings shall take place on the site until the applicant or their agent, has secured the implementation of a programme of building recording analysis. This must be carried out prior to any demolition, 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 historical

importance associated with the site, in accordance with Policy LQ2 of the Blackpool Local Plan 2001-2016.

Application Number: 15/0583 Retention of a temporary amenity building for a period of two years at land adjacent to 39 School Road.

Decision: Grant Permission

Conditions:

- 1 The cabin shown on drawing no.s PC1 Rev A and 07.0800BJ shall be removed from the site after 18 months from 3 November 2015.

Reason: The cabin is not considered acceptable as a long term amenity building on the site in accordance with Policies LQ1, LQ2, LQ4, HN9 and NE2 of the Blackpool Local Plan 2001-2016.

- 2 Within one month of the date of this permission the cabin shall be painted with another coat of matt dark brown paint.

Reason: To improve the weathered appearance of the cabin in accordance with Policies LQ1, LQ2, LQ4, HN9 and NE2 of the Blackpool Local Plan 2001-2016.

- 3 The cabin shall only be used for the purposes shown on drawing no.s PC1 Rev A and for no other purpose and shall not be used as a self-contained unit of residential accommodation.

Reason: Permission has been granted for one static caravan and two touring caravans on the site with ancillary facilities. The cabin would temporarily provide those ancillary facilities. Any increase in occupancy on the site would require further consideration by the Local Planning Authority in accordance with Policy NE2 of the Blackpool Local Plan 2001-2016.

- 4 There shall be no external alterations or additions to the cabin without the prior permission of the Local Planning Authority.

Reason: To ensure that the Local Planning Authority has control over the appearance of the cabin in accordance with Policy NE2 of the Blackpool Local Plan 2001-2016.

- 5 Within one month of the date of this permission the water butt shown on drawing no.s PC1 Rev A shall be provided and connected to collect surface water run off from the roof of the cabin.

Reason: To collect surface water run off from the roof of the cabin in accordance with Policy NE10 of the Blackpool Local Plan 2001-2016.

Report to:	Planning Committee
Relevant Officer:	Gary Johnston, Head of Development Management
Date of Meeting	1 December 2015

PLANNING/ENFORCEMENT APPEALS DETERMINED/ LODGED

1.0 Purpose of the report:

1.1 The Committee is requested to note the planning and enforcement appeals lodged and determined.

2.0 Recommendation(s):

2.1 To note the report.

3.0 Reasons for recommendation(s):

3.1 To provide the Committee with a summary of planning appeals for information.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

3.4 None, the report is for information only.

4.0 Council Priority:

4.1 Not applicable

5.0 Background Information

5.1 Planning/Enforcement Appeals Determined

5.2 None

5.3 Planning Appeals Lodged

5.4 60 Foxhall Road, Blackpool, FY1 5BW (15/0277)

An appeal has been submitted by Mr M Neif against the Council's refusal of planning permission for installation of flue to rear and use of ground floor of premises as hot food takeaway (Use Class A5).

5.5 12-26 Back Lord Street, Blackpool, FY1 2BG (15/0085)

An appeal has been submitted by Mr S Mulberry against the Council's refusal of planning permission for the demolition of warehouse and erection of one detached three storey dwelling and two semi-detached three storey dwellings with associated works and car parking.

5.6 Does the information submitted include any exempt information? No

5.7 List of Appendices:

5.8 None

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 None

8.0 Equalities considerations:

8.1 None

9.0 Financial considerations:

9.1 None

10.0 Risk management considerations:

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

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Report to:	Planning Committee
Relevant Officer:	Tim Coglan, Service Manager, Public Protection
Date of Meeting	1 December 2015

PLANNING ENFORCEMENT UPDATE REPORT

1.0 Purpose of the report:

1.1 The Committee is requested to consider the summary of planning enforcement activity within Blackpool during October 2015.

2.0 Recommendation(s):

2.1 To note the outcomes of the cases set out below and to support the actions of the Service Manager, Public Protection Department, in authorising the notices set out below.

3.0 Reasons for recommendation(s):

3.1 The Committee is provided with a summary of planning enforcement activity for information.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

3.4 Not applicable. The report is for noting only.

4.0 Council Priority:

4.1 Not applicable

5.0 Background Information

5.1 Cases

New cases

In total, 34 new cases were registered for investigation, compared to 75 received in October

2014.

Resolved cases

In October 2015, nine cases were resolved by negotiation without recourse to formal action, compared with 15 in October 2014.

Closed cases

In total, 19 cases were closed during the month (60 in October 2014). These cases include those where there was no breach of planning control found, no action was appropriate (e.g. due to more effective action by other agencies, such as the police) or where it was considered not expedient to take action, such as due to the insignificant nature of the breach.

Formal enforcement notices / s215 notices / BCNs

- Three enforcement notices authorised in October 2015 (three in October 2014);
- Nine s215 notices authorised in October 2015 (two in October 2014);
- No Breach of Condition notices authorised in October 2015 (none in October 2014);

relating to those cases set out in the table below

- One enforcement notice served in October 2015 (none in October 2014);
- One s215 notices served in October 2015 (none in October 2014);
- No Breach of Condition notices served in October 2015 (none in October 2014).

Enforcement notices / S215 notices authorised in October 2015

Ref	Address	Case	Dates
15/8657	7 Cookson Street	Without planning permission, the installation of externally mounted roller shutters, housing boxes and associated guides	Enforcement notice authorised 30/10/2015
15/8399	35 Maplewood Drive	Unauthorised erection of a close boarded wooden fencing adjacent to highway, exceeding one metre in height	Enforcement notice authorised 30/10/2015
15/8559	261 Promenade	Without planning permission, the material change of use of the land from forecourt to use for hot food sales	Enforcement notice authorised 30/10/2015
15/8586	2 Silverwood Avenue	Poor condition of property	S215 notice authorised 30/10/2015

Ref	Address	Case	Dates
15/8459	334 Promenade	Poor condition of property	S215 notice authorised 30/10/2015
15/8370	81 Annesley Avenue	Poor condition of property	S215 notice authorised 30/10/2015
15/8527	Coach House, Rear 3 Boscombe Road	Poor condition of property	S215 notice authorised 30/10/2015
14/8377	245 Central Drive	Poor condition of property	S215 notice authorised 30/10/2015
14/8378	247 Central Drive	Poor condition of property	S215 notice authorised 30/10/2015
15/8288	233-235 Dickson Road	Poor condition of property	S215 notice authorised 28/10/2015
14/8664	14a Miller Street	Poor condition of property	S215 notice authorised 07/10/2015
15/8094	19 Wall Street	Poor condition of property	S215 notice authorised 09/10/2015

Enforcement notices / S215 notices issued in October 2015

Ref	Address	Case	Dates
15/8139	24-26 Rawcliffe Street	Poor condition of property	Section 215 Notice issued 06/10/2015. Compliance due by 16/02/2016 unless an appeal is lodged at the Magistrates' Court by 16/11/2015
14/8609	8 Trent Road	Unauthorised erection of close boarded wooden fencing exceeding 1m in height	Enforcement Notice issued 06/10/2015. Compliance due by 16/01/2016 unless an appeal lodged at the Planning Inspectorate by 16/11/2015

Does the information submitted include any exempt information?

No

List of Appendices:

None

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 None

8.0 Equalities considerations:

8.1 None

9.0 Financial considerations:

9.1 None

10.0 Risk management considerations:

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

COMMITTEE DATE: 01/12/2015

Application Reference: 15/0223

WARD: Ingthorpe
DATE REGISTERED: 15/06/15
LOCAL PLAN ALLOCATION: Main Industrial / Business Area

APPLICATION TYPE: Removal / Variation of Conditions
APPLICANT: Mr D Nicholson

PROPOSAL: Variation of condition 01 attached to planning permission 12/0485 to allow a longer period of time (12 months from the date of this application) for the marking out of the car, motorcycle, coach and cycle parking;
variation of condition 04 to allow the ice rink to open between the hours of 06.00 to 00.00 seven days a week;
variation of condition 08 to allow a longer period of time (12 months from the date of this application) for the submission and implementation of a scheme for the external treatment of the exposed sections of the building;
removal of condition 07 to remove the requirement for a surface water drainage scheme.

LOCATION: FYLDE COAST ICE ARENA, BRISTOL AVENUE, FY2 0JF

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr Mark Shaw

SUMMARY OF RECOMMENDATION

The ice rink within a former industrial unit on the former TVR site has been open for over two years although there are conditions imposed on the planning permission reference: 12/0485 which have yet to be complied with. It has also been alleged that the ice rink has been opening beyond the approved hours. This application seeks approval for changes to four of the conditions imposed on 12/0485. Two of the conditions required works to be carried out within specified time periods which have now expired and the applicant seeks an extension of time until June 2016 to carry out these works which is considered acceptable for the reasons given below. It is also proposed to extend the opening hours of the ice rink which is considered acceptable on a temporary basis, as explained below. Finally, the applicant has also applied to remove a surface drainage condition which is considered premature at the present time, again for reasons which are explained below.

INTRODUCTION

Members will recall that retrospective planning permission was granted on 8 September 2014 under planning application reference: 12/0485 subject to a number of conditions. The application was originally submitted on 26 June 2012 and presented to the Planning Committee meetings on 14 January 2013 and 11 February 2013 respectively. The application was deferred from the first meeting and approved at the second meeting though contrary to officer recommendation. This

decision was subsequently quashed on 12 December 2013 following a challenge by Eversheds on behalf of the Property Alliance Group who own the building currently occupied by Sub-Zero Ice Rink in Cleveleys. The planning permission was then referred back to the Council for re-assessment and additional information requested from the applicants which was to be taken into account. The second, and current, decision on the use was taken by the Planning Committee at their meeting on 8 September 2014 where it approved the application, subject to a number of conditions, taking into account the additional information. It is a number of these conditions that are the subject of this current application which seeks to vary one condition, extending the time limit for compliance for two others, and to remove another condition altogether.

SITE DESCRIPTION

Metal clad two storey scale formerly vacant industrial premises forming part of the former TVR site in Bispham involving approximately 3150 sqm of floorspace located at the rear of the site and backing onto Moor Park which has been in use as an ice rink for over two years. Fronting Bristol Avenue are two storey brick buildings also forming part of the former TVR complex and these buildings have been converted into a number of small scale business and leisure units. Directly across Bristol Avenue is the Council's Household Waste and Re-cycling Centre which operates on a one way system with an access and egress onto Bristol Avenue. The character of Bristol Avenue is mixed with residential property and the Moor Park leisure and medical complex located at the western end towards Bispham Road, and business and industrial uses along the central and eastern sections. The application site together with the refuse site and adjoining businesses are designated as a Main Industrial/ Business Area under Policy DE1 of the adopted Local Plan. A number of industrial buildings on the former TVR site have been demolished including the buildings to the front and side of the application premises.

DETAILS OF PROPOSAL

1) Variation of condition 01 attached to planning permission 12/0485 to allow a longer period of time (12 months from the date of this application i.e.: from 15/06/15) for the marking out of the car, motorcycle, coach and cycle parking; **such works were to be carried out within three months of the date the application was approved i.e. on or before 8 December 2014.**

2) Variation of condition 04 to allow the ice rink to open between the hours of 06.00 to 00.00 seven days a week; **the previously approved hours permitted the rink to open between 10am and 10pm Monday- Friday and between 9am and 10pm on Saturday, Sunday and Bank Holidays.**

3) Variation of condition 08 to allow a longer period of time (12 months from the date of this application) for the submission, approval and implementation of a scheme for the external treatment of the exposed sections of the building, **such works were to have been carried out within six months of the approval i.e. on or before 8 March 2015;** and

4) Removal of condition 07 to remove the requirement for a surface water drainage scheme. **Such works were to have been carried out within six months of the approval i.e. on or before 8 March 2015.**

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Off Street Car Parking/ Highway Safety
- Residential Amenity

- Visual Amenity
- Drainage
- Other matters

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

CONSULTATIONS

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.

Head of Transportation: The current use of the site has had little impact on the highway network in the vicinity since opening and due to this I am happy to support the variation to the condition.

Head of Environmental Services: We have not had any complaints about this business so I have no objections to these proposals.

United Utilities (Water): recommends the discharge of conditions relating to drainage.

PUBLICITY AND REPRESENTATIONS

Three site notices displayed on 9 July 2015 and no comments have been received from neighbouring properties.

Walsingham Planning have written in to object on behalf of the Property Alliance Group (PAG), who own the Cleveleys ice rink, and make the following comments:-

- PAG has objected on several occasions to the ice rink
- the operators of the ice rink have disregarded the planning system by not complying with the conditions
- there is no supporting documentation and no evidence to support the application to justify removing the conditions
- it is understood some neighbours have already been adversely affected by extending the hours and in the absence of evidence to the contrary a variation should not be permitted
- the conditions were attached in order that the proposal complies with local and national planning policy
- Paragraph 203 of the National Planning Policy Framework (NPPF) states conditions make otherwise unacceptable development acceptable
- Paragraph 206 of the NPPF states conditions should only be imposed where they are necessary, enforceable, precise and reasonable.
- condition 2 of the planning permission requires the submission of a travel plan. To date no travel plan has been submitted nor is it included in this application
- this shows a blatant disregard for the planning system
- either to approve or to fail to take enforcement action will undermine the Council's powers and the proper decision making process

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) was published in March 2012 and states that the purpose of the planning system is to contribute towards sustainable development. There are three strands to sustainable development namely economic, social and environmental. Proposed

development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. Of the 12 core planning principles those that are relevant to this proposal are summarised below.

These 12 principles are that planning should seek to proactively drive and support economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs; always seek to secure high quality and a good standard of amenity for all existing and future occupants of land and buildings and encourage the effective use of land by reusing land that has been previously developed (brownfield land).

Part 7 - Requiring good design.

Planning decisions should aim to ensure that developments respond to local character and history. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It is proper to seek to promote or re-inforce local distinctiveness.

Part 11 Conserving and enhancing the natural environment.

National Planning Policy Guidance (NPPG) was published in March 2014 and consolidates and updates guidance and includes advice regarding from when is permission required and making a planning application through to determining an application and appeals with a whole range of topics and cross references with the NPPF.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

BH3- Residential and Visitor Amenity
BH4- Public Health and Safety
LQ1- Lifting the Quality of Design
LQ14- Extensions and Alterations
AS1- General Development Requirements
NE10- Flood Risk

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was submitted to the Planning Inspectorate in December 2014 and an Inspector conducted an examination of the Core Strategy in May 2015. Consultation has taken place on modifications to the Core Strategy arising from the examination and the results of this consultation have been forwarded to the Inspector for him to consider. The Council has now received a copy of the Inspector's draft report for fact checking only to 'identify any factual errors and seek clarification on any conclusions that are unclear'. The Council has to respond to the Planning Inspectorate with any issues in 10 days by 26 November 2015. Following which the Inspector will issue the final report and it is at this stage that we make the final report available to the public.

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 Proposed Submission that are relevant to this application are:

Policy CS3- Economic Development and Employment- states that sustainable economic development will be promoted to support and grow the local economy to meet employment needs with a focus on safeguarding around 180 hectares of existing industrial/business land.

Policy CS5- Connectivity- states that new developments should be in locations that are easily accessible by sustainable transport modes to manage congestion and to minimise future carbon emissions.

Policy CS7- Quality of Design- new development is required to be well designed and enhance the character and appearance of the local area and should be appropriate in terms of scale, mass, height, layout, density, appearance, materials and relationship to adjoining buildings. Ensure that amenities of nearby residents and potential occupiers are not adversely affected.

Policy CS9- Water Management- to reduce flood risk, manage the impacts of flooding and mitigate the effects of climate change

There are no policies within the emerging document that would contradict those in the adopted Local Plan with regard to this proposal. The Core Strategy evidence base includes the Blackpool Employment Land Study and Employment Land Technical Paper.

ASSESSMENT

Off Street Car Parking/ Highway Safety- the site layout plan approved under planning permission 12/0485 shown a total of 91 car parking spaces together with coach, motorcycle and cycle parking, and the area allocated for parking also included mobility parking and the facility to service the building and manoeuvre within the site. This area is available for parking and has been levelled with a loose material although it has not been individually marked out. The two site accesses have also been provided onto Bristol Avenue, one being indicated for deliveries and coaches and the second access for cars i.e. for individual customers and staff.

It is understood that one of the main issues involved in undertaking the marking out works to the car park required by condition 1 is that this work involves arranging for the works to be carried out in liaison with the landowner, hence the applicant's requirement for additional time as requested. The variation of this condition would allow until 15 June 2016 for the works to be carried out.

It is not considered that the delay in carrying out this work creates any particular highway, traffic or amenity issues, notwithstanding the objections made by Walsingham Planning and the 'lack of evidence' submitted with the application. The car park, from various first hand observations, does not appear to be heavily used whilst the ice rink has been in operation and no comments or complaints have been received from local residents during the time the ice rink has been open. This being the case there does not appear to have been any additional on street car parking on Bristol Avenue as a result of the ice rink being open given that it is more convenient to use the car park to

access the ice rink than to park on street. On this basis the variation of condition 1 can be supported to allow additional time for the works to take place.

Residential Amenity- the main residential amenity consideration with the application is the proposed extension of opening hours of the ice rink. The hours approved under planning permission reference 12/0485 permit the rink to open between 10am and 10pm Mondays to Fridays and between 9am and 10pm on Saturdays, Sundays and Bank Holidays. The proposed variation of condition 4 would allow the rink to open between the hours of 06.00 to 00.00 seven days a week thereby permitting an additional six hours per day on Mondays to Fridays and an additional five hours per day on Saturdays, Sundays and Bank Holidays. Whilst this is a significant extension of hours the premises are remote from the closest existing houses on Bristol Avenue at some 70 metres away, as the crow flies, and probably more significantly the ice rink is positioned to the rear of the site behind other former TVR buildings fronting onto Bristol Avenue which act as a buffer against any potential noise issues. The vehicular access for cars visiting the site is also 85 metres from the closest residential properties on Bristol Avenue and is also considered adequate to minimise any impact. Notwithstanding the above, the expectation is that the small number of visitors to the ice rink outside of the existing approved hours would be higher level skaters, who wish train outside the general public skating times, and that levels of activity outside the existing approved hours would be relatively low. One can make a comparison with higher level swimmers at public baths doing likewise before or after school/work.

Whilst the present situation is considered to warrant the extension of opening hours as proposed, there have been two recent planning applications on land immediately to the west of the ice rink, also within the former TVR site, for a housing development on a cleared site involving the erection of 46 dwellings reference 13/0614 which was refused on 14 January 2014. A second and more recent planning application for an unknown number of dwellings reference 15/0690 was withdrawn on 5 November 2015. Due to the uncertainty regarding the future of the adjoining land it is not considered prudent to grant a permanent hours extension, as proposed, although it is considered that a three year temporary extension of hours can be supported after which the matter can be reviewed.

The temporary three year extension of opening hours is therefore considered to be in accordance with the relevant sections of the NPPF and relevant polices of both the current and emerging development plan.

Visual Amenity- part of the rear elevation of the building on the Bristol Avenue frontage directly in front of the ice rink has been left exposed and temporarily boarded over requiring building works to be undertaken to make good the remaining building following the partial demolition works. However, with this elevation facing to the rear of the site (facing southwards towards the ice rink itself) it is not readily visible from outside the application site. Therefore whilst works are clearly required to finish off the affected rear elevation it is considered that these works can wait until 15 June 2016 i.e. 12 months from the date of submission of this current application. As with the proposed variation of condition 1 above, the works require liaison with the landlord. The works are required to comply with local and national planning policies but the extension of time sought for the approval and completion of such works is considered acceptable in this instance.

Drainage- At present the car park has a loose gravel type surface and it is potentially feasible to query the requirement for a surface water condition given that rainwater may drain away into the ground naturally. However, condition 1 requires the marking out of the car park which usually, though not exclusively, involves hard surfacing i.e. tarmac. It is not considered that this condition can be removed until such time as the marking out of the car parking area is carried out. Although

until such time as the car park is marked out there are not considered to be any particular issues requiring intervention as surface water would drain away naturally on the existing surface.

Other matters- It is unclear what the applicant's intentions are regarding the travel plan condition which required the submission and approval of a travel plan within three months of the date of the approval. This condition will be re-imposed on any approval granted here and will be followed up with the applicant.

CONCLUSION

The application was invited due to the non-compliance with the stated conditions and the application has been considered on its planning merits and also in light of the two years plus that the ice rink has been in operation. It is not recommended that any of the conditions are removed or varied permanently. The recommended changes to conditions 1 and 8 are relatively short term until 15 June 2016 to allow the required works to be carried out. In relation to condition 2, the extension of hours, a three year approval is considered acceptable, after which the hours approved under 12/0485 will come back in force unless a further application is submitted and approved. With regards to condition 7, the surface water drainage, it is not appropriate to consider removing the condition until such time as the marking out of the car park is carried out. It is worth noting that there have not been any objections to the application from consultees nor as a result of the three site notices posted around the application site.

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): 15/0223 and 12/0485 which include the representations referred to in the report and all other information relevant to the application. The files can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Grant Permission

Conditions and Reasons

1. On or before 15 June 2016 the car parking (including mobility parking), motorcycle parking, cycle parking, coach parking and drop off/pick up provision shown on the approved plans on planning permission 12/0485 shall be marked out and provided and shall thereafter be retained. If the parking is not provided by this date the use shall cease until such a time as the parking and drop off/pick up is provided.

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.

2. Within three months of the date of this approval a travel plan shall be submitted to and 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. If the Travel Plan is not submitted within three months of the date of this approval the use shall cease until such a time as the Travel Plan is provided and approved.

Reason: The Approved Travel Plan 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.

3. The premises shall be used as an ice rink with ancillary facilities only and for no other purpose (including any other purpose within Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987) (as amended).

Reason: To enable the Local Planning Authority to maintain control over other D2 uses, to enable an assessment of the car parking requirements of other D2 uses and to ensure the use(s) do not detract from the resort core/ town centre in accordance with Policies RR1 and BH12 of the Blackpool Local Plan 2001-2016.

4. For a period of three years from the date of this permission the application premises is permitted to open to members of the public between the hours of 6am to midnight. Following the expiration of three years, unless otherwise agreed in writing with the Local Planning Authority, the premises shall only be open to members of the public between the hours of 10am to 10pm on Mondays to Fridays and between the hours of 9am to 10pm on Saturdays, Sundays and Bank Holidays.

Reason: To enable to the Local Planning Authority to re-assess the situation at a later date due to the uncertainty over the future of land immediately to the west of the application premises and to safeguard the living conditions of the occupants of nearby residential premises, in accordance with Policy BH3 of the Blackpool Local Plan 2001-2016.

5. The floorspace devoted to cafe (Class A3) shall be as shown on approved plan and at all times shall be ancillary to the main use of the building as an ice rink.

Reason; The cafe use is shown as ancillary to the main use of the building and any increase in floor area of these uses would be contrary to Policies BH12, BH16 and BH17 of the Blackpool Local Plan 2001-2016.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) the café shown on the plan shall not be used for a Class A1 or A2 use without the prior written permission of the Local Planning Authority.

Reason: The establishment of an out of centre retail/office use in this location could affect the vitality and viability of the Town Centre and other centres and would be contrary to Policies BH12 and BH16 of the Blackpool Local Plan 2001-2016.

7. By 15 September 2016, unless otherwise agreed in writing with the Local Planning Authority, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details within three months of the date of their approval and retained thereafter. If the surface water drainage scheme is not provided within three months of the date of their approval the use shall cease until such a time as the surface water drainage scheme is provided in accordance with approved plans.

Reason: To prevent the increased risk of flooding, both on and off site in accordance with Policy NE10 of the Blackpool Local Plan 2001-2016.

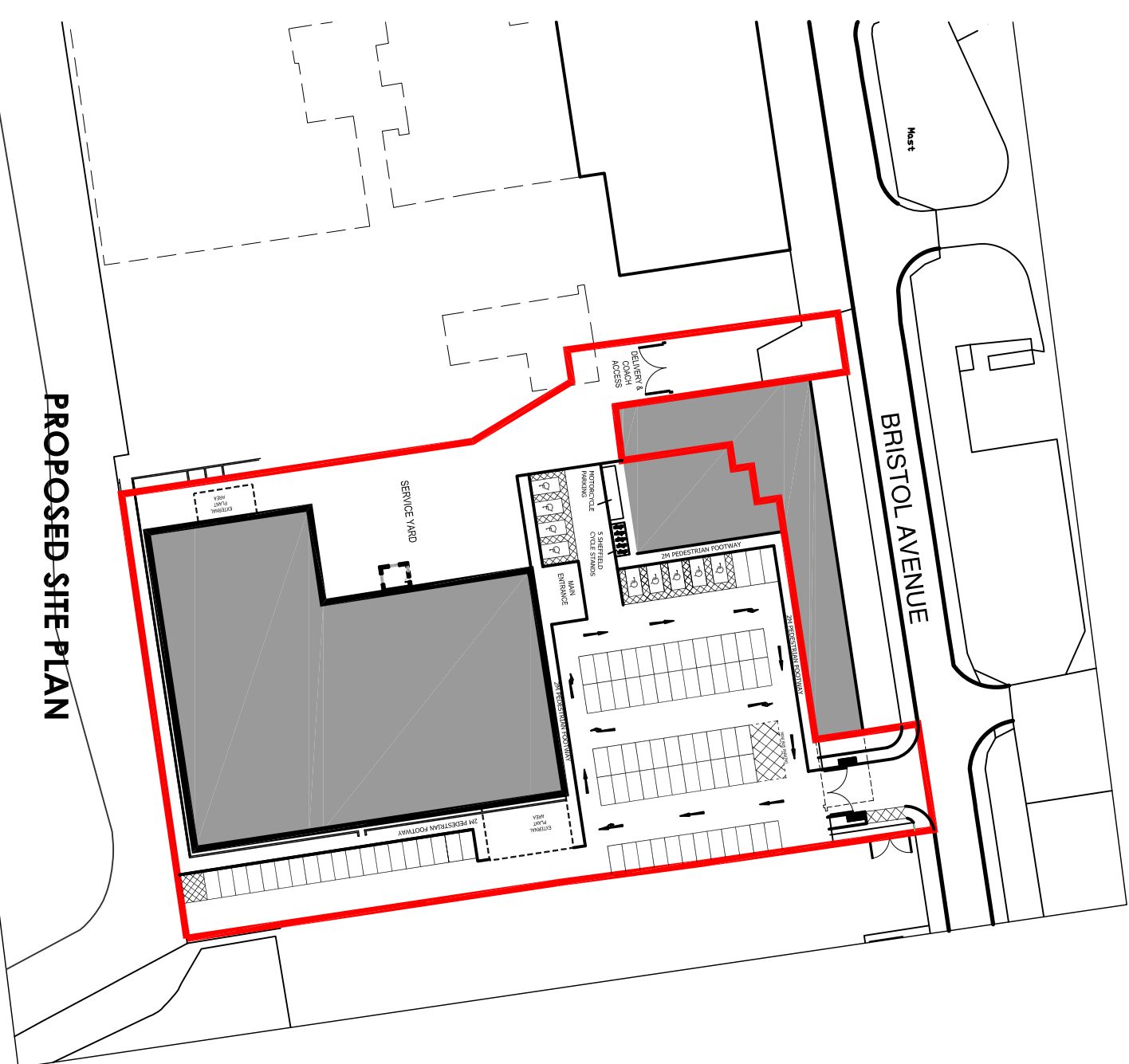
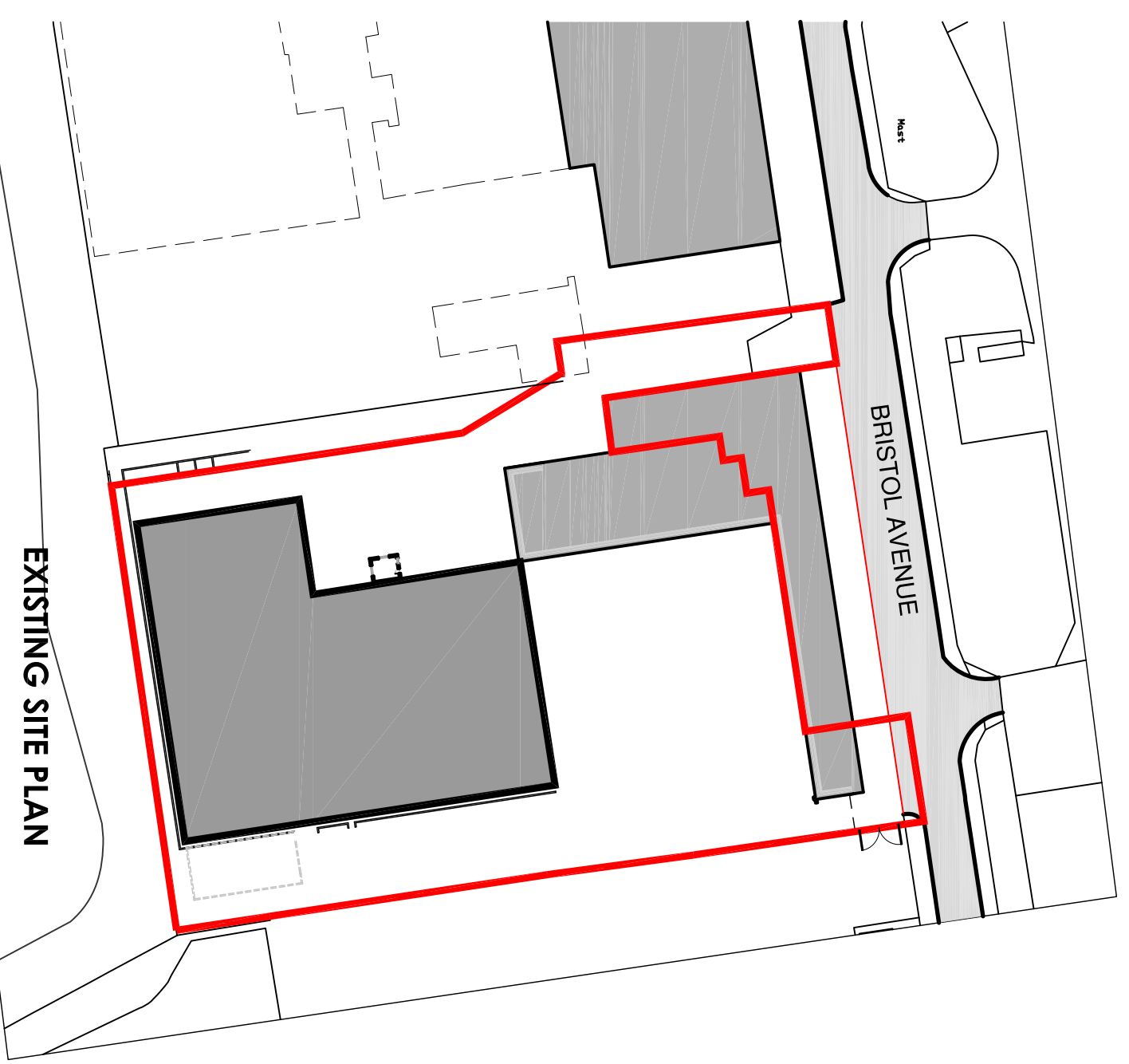
8. On or before 15 June 2016 a scheme for the external treatment for the exposed sections of the buildings which are the subject of the approved use(s) shall be submitted to and approved in writing and shall subsequently be implemented in accordance with the approval details. If the external treatment scheme is not provided the use shall cease until such a time as the external treatment scheme is provided and approved.

Reason: In the interests of the appearance of the locality in accordance with Policies LQ1, LQ14 and BH3 of the Blackpool Local Plan 2001-2016.

Advice Notes to Developer

Not applicable

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SCALE @ A1 = 1:500
SCALE @ A3 = 1:1000

PROJECT:	FORMER TWR FACTORY CHANGE OF USE	DRAWING NUMBER:	8073
DRAWING TITLE:	EXISTING & PROPOSED SITE PLAN	REVISION:	SK 07
CLIENT:	A. Thompson	DRAWN BY:	LM
Cassidy+Ashton ARCHITECTURE BUILDING SURVEYING TOWN PLANNING 7 East Cliff, Preston, Lancashire, PR1 3JE, 30W T: 01772 255358 F: 01224 422300 www.cassidyashton.co.uk		DATE:	07-2014

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COMMITTEE DATE: [01/12/2015](#)

Application Reference: 15/0394

WARD: Squires Gate
DATE REGISTERED: 27/07/15
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Full Planning Permission
APPLICANT: Mr Moore

PROPOSAL: Erection of 10 x two and two and a half storey semi -detached dwelling houses with associated access road, car parking, landscaping and boundary treatment, following demolition of existing building.

LOCATION: 138 STONY HILL AVENUE, BLACKPOOL, FY4 1PW

Summary of Recommendation: Refuse

CASE OFFICER

Mr Gary Johnston

SUMMARY OF RECOMMENDATION

The proposed development is considered to be too intensive, out of character with the area and would have an adverse effect on the amenities of neighbouring residents. The cumulative impact of all of the issues identified in this report suggests that the development is too intensive for the site available, out of character and would have an adverse impact on amenity and as such the proposal would be contrary to paragraphs 17 and 58 of the National Planning Policy Framework, Policies LQ2, BH3 and HN7 of the Blackpool Local Plan and Policies CS7 and CS12 of the Blackpool Local Plan: Part 1 - Core Strategy (modification version).

INTRODUCTION

The application site was previously owned by the Council and in March 2014 the Council granted itself outline planning permission for the redevelopment of the site for three pairs of semi-detached houses (6 houses) which would replicate the streetscene at this end of Stony Hill Avenue, which comprises pairs of semi-detached houses (14/0036 refers).

A pre-application enquiry for 12 houses was submitted prior to the application being submitted and it was pointed out that a permission exists for six houses and this had not raised serious concerns with local residents but this was declined on viability grounds although no evidence was put forward. It was suggested that the number be reduced to eight. A scheme of 10 was suggested by the applicants and officers still had concerns and recommended that pre-application consultation with local residents was undertaken prior to an application being submitted but this approach was declined by the applicant.

SITE DESCRIPTION

This application relates to a site on the western side of Stony Hill Avenue. It is close to the southern end of Stony Hill Avenue and has a frontage of some 54 metres and a depth of 36 metres. It

currently contains one detached two storey L shaped building with car parking on the southern side of the building and garden area to the north. To the south of the site is garage premises (the rear boundary wall of which forms the site boundary) fronting Squires Gate Lane. To the west of the site are semi detached houses fronting Hillcrest Road. To the north and opposite are semi detached houses fronting Stony Hill Avenue. There are two metre high walls and fences around the other boundaries of the site. There were some trees on the site but these have been removed by the applicant. The existing L shaped building is sited some 23 metres to the south of the boundary with 136 Stony Hill Avenue and some nine metres to the east of the boundary with the properties that front onto Hillcrest Road. It is acknowledged that there are windows in both elevations but in the case of 136 Stony Hill Avenue the impact of these in terms of overlooking is minimised by the 22 metres distance. The two first floor windows on the elevation facing the rear of properties fronting Hillcrest Road are nearer to the boundary than would be expected today.

DETAILS OF PROPOSAL

This application is for the erection of 10 properties on the site - six would front Stony Hill Avenue in the form of two pairs of semi detached houses and the middle pair would have an undercroft which would allow for a short access road to serve two further pairs of semi detached houses. The properties would be two storey but would include accommodation in the roof space and as such the properties would have piked dormers on the front roof plane to provide light to this accommodation. The properties fronting Stony Hill Avenue would have a projecting section which would be similar to the bays on the existing properties and they would have driveways to accommodate two cars, reflecting the pattern of development in Stony Hill Avenue. The two pairs of semi detached properties to the rear would have a communal parking area. The properties to the rear would be set between 12 metres and 14.5 metres from the main rear elevations of properties fronting Hillcrest Road and 10 metres to the south of the end semi detached house fronting Stony Hill Avenue, although there would be a projecting single storey wing which would come within 7.5 metres of the boundary.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- the intensity of the development
- the impact of the development on residential amenity
- the impact of the development on highway safety

CONSULTATIONS

United Utilities Plc (Water) - With reference to the above planning application, United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region. 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)

Head of Transportation: 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: 11 August 2015

Site notice displayed: 31 July 2015

Neighbours notified: 30 July 2015

Objections have been received from the following -

Mr Dominic Hudson, 127 Stony Hill Avenue

Objects to proposed plans of 10 semi detached houses on the following grounds:

The added access road will further reduce parking on an already busy street due to current resident on the street and busy commercial properties which will most likely see a down turn in customers due to increased difficulty in parking in local area. Also the access road will cause disturbance with headlights directly beaming into main living areas of houses opposite at all hours of night.

The dormer windows will invade on the privacy of neighbours, Stony Hill Avenue doesn't have any front facing dormer windows.

Stony Hill Avenue is a very much loved and well known tree lined street the proposed plans of a court yard development wouldn't fit in with current look of this avenue. We agreed with current approved plans for six semi detached properties as this was in keeping with Stony Hill Avenue and not an over development of the land and would not of had a wider impact on neighbours and local business like the current proposed plans do have.

Mr S Taylor, 126 Stony Hill Avenue

Objects to the proposed planning application on the following grounds:

Highway Safety and Parking

The parking at the south end of Stony Hill Ave is already very congested due to the businesses operating on Squires Gate Lane, this results parking issues and entry to and from Squires Gate Lane most of the day and at weekends. If there were 10 extra houses built on the proposed area it will make a severe problem very much worse. Stony Hill Avenue is already used as a 'cut through' for traffic to avoid the traffic lights at the entrance to the airport and the extra congestion and inevitable cars parked at the roadside would increase the safety risk to pedestrians and motorists alike.

Character /Appearance

The previous application to build six semi-detached properties on this site would have been in keeping with the area and were an appropriate number for the size of the land. However, the present application for 10 houses (an increase of 40%) on the same area would appear to be over development and not in keeping with other buildings in the avenue. Some of these proposed houses are three storey buildings and as such are not in keeping with Stony Hill Avenue as there are currently no three storey properties at the south end of the avenue. The proposal is for a courtyard style development but Stony Hill Avenue is a very well established tree lined avenue and there aren't any developments of this style on the avenue, and therefore again it is not in keeping with the

character of the avenue.

Effect on nature conservation and trees.

The avenue is currently tree lined and most of the properties have large rear and front gardens and the current plot also has a large grassed area. 10 properties on that plot along with the courtyard appearance and driveways will surely have an impact.

The possibility of more noise or disturbance:

Due to the type, style and scale of the proposed development, with the increase in number of people and vehicles on such a small site (not including visitors) an increased level of disturbance and noise to other residents is inevitable.

138 Stony Hill Avenue was sold originally with planning permission for six semi-detached dwellings each with garages and driveways which surely was deemed to be appropriate and the limit for the development to allow it to be within the character of surrounding area and as such this must have been obvious and apparent to the buyer at the time. If this plot had been considered large enough for such a 10 property development surely the Council would have sold it with planning for this at the time. As such, I feel this application should be rejected to allow for the original development which was agreed and was in keeping with the character of the area.

Mr Graham Oxley, 108 Stony Hill Avenue

Object on the grounds that they consider that this application is an over development of the land available and is not in keeping with our beautiful tree lined avenue. Having seen the plans it is obvious that there will be an overflow of parked vehicles onto Stony Hill Avenue worsening an already formed bottle neck of traffic using the avenue as a bypass to the traffic lights on Squires Gate Lane. In essence we object to the out of character development and on street parking.

Mr A Murphy, 132 Stony Hill Avenue

Objects to the proposed planning application on three main points.

1. Parking

The addition of 10 properties will reasonably require anywhere between 15 - 20 parking spaces as the majority of families currently have two cars. There is insufficient parking included in this application and therefore would cause more parking congestion further down the street.

As mentioned in most of the previous comments there is a current overflow from the garage business that causes employees and clients from the business to park in front 138 Stony Hill Avenue and even further down the street on a daily basis. This application would only exacerbate the parking issue further.

2. Design

The design of the whole development is not in keeping with anything along the whole street, there are no three storey houses anywhere along the whole length of Stony Hill Avenue. All houses along Stony Hill Avenue and indeed in most of the surrounding area all have brick wall perimeter and not picket fences.

3. Overlooking

The current plans would allow the houses at the rear of the proposed development direct viewing of at least 30 rear gardens along Stony Hill Avenue and Hillcrest Road.

The majority of property owners have bought houses in this area for the size and privacy that these rear gardens provide and I find the current layout totally unacceptable.

Mrs M Whittaker, 135 Stony Hill Avenue

Objects to the proposed planning application on two main points.

1) The parking in Stony Hill Avenue which will occur when 10 extra houses are built on the proposed area will make a severe problem very much worse. There are two businesses in the road which have vehicles parking on street for short or longer periods of time. There are also businesses in Squires Gate Lane, the customers of which use Stony Hill Ave to park their cars. The building of these houses will exacerbate an already serious problem and cause restriction for passing traffic and also for those people who live in Stony Hill Avenue.

2) I did not object to the previous application to build six semi-detached properties on this site as they were in keeping with the area and were an appropriate number for the area of the building. However, the present application for 10 houses on this fairly small area would appear to be over development and not in keeping with other buildings in the avenue. Some of these proposed houses are three story buildings and as such will overlook my property and restrict light.
I register my objection.

Mr Chris Allan, 51 Stony Hill Avenue

Objects to the proposed development on the following grounds -

1. Scale - The scale of the proposal would be over development for the size of land. On the opposite side of the road to the proposed site and all down the avenue there are a maximum of six three bedroom properties in an area of similar dimensions to the proposal.

2. Appearance and design - The proposal shows windows to three floors on the street elevation of Stony Hill Avenue. There are no residential properties on Stony Hill Avenue that have windows to three floors on the street elevation The proposal is for a courtyard style development but Stony Hill Avenue is a very well established tree lined avenue there aren't any developments of this style on the avenue, it is not in keeping with the character, all properties are street facing. Due to the size and enclosed nature of the properties at the back of the drive through there must be safety issues over access to emergency vehicles e.g. fire engines etc.

3. Impact on the residential amenity of local residents including loss of light, overlooking and loss of privacy, noise and disturbance - The size of this development is far too large for the space available and is an increase of 40% on the size of original approved plans. This proposal will be massively over dominant for the space available. The plans show that the street facing properties are further forward than the existing properties, again out of keeping with neighbouring properties.

4. Impact on the character of the area and whether the use is appropriate – Stony Hill Avenue is noted as being one of the very few original tree lined avenues in Blackpool and a courtyard style development and properties of this style is completely out of character with the rest of the avenue and the area.

5. Effect on highway safety and parking - The Squires Gate end of Stony Hill Avenue already has issues with parking from the customers using the commercial units on Squires Gate Lane and Stony Hill Avenue and in an attempt to resolve these properties have white road markings at the end of our drives. The proposal will result in the loss of parking on that side of the road due to driveways and drive through having to be created therefore pushing additional vehicles and visitors further along Stony Hill Avenue and causing issues for all residents. The courtyard properties have the

potential for 12 or more vehicles in the fullness of time but they do not have any driveways and only six parking spaces, where do the other vehicles and visitors park? This development will undoubtedly attract families and due to the size of the properties could potentially house 36 children. In an already built up area, busy with traffic, this would surely create safety issues. Again the size of this proposed development is far too large for the space available. When the Council owned this property a large car park was provided on site for the use of employees and visitors as they were aware of parking issues in this area. Refers to attached photos to his objection.

6. Effect on nature conservation and trees - There are mature trees on site yet the application form states there are no trees which would need to be removed.

7. The possibility of more noise or disturbance - Due to the type, style and scale of the proposed development, with the increase in number of people and vehicles on such a small site an unacceptable level of disturbance to other residents is inevitable.

Due to its established and original features Stony Hill Avenue has a reputation in Blackpool as a desirable area in which to live and has residents who have lived on the avenue for many years and in fact in some cases for generations. It is a lovely tree lined avenue which should remain that way and not have any courtyard style areas introduced onto it.

The Council sold 138 Stony Hill Avenue along with planning permission for six semi-detached dwellings each with garages and driveways and as such why are they now considering allowing any developer to revise this for the developer's additional gain? If this plot had been considered large enough for such a development surely the Council should have sold it with planning for this at the time and that would also have increased the value at that time? The Council has the perfect opportunity to ensure that any developer finishes off Stony Hill Avenue and for this development to complement the character of Stony Hill Avenue and for it to be a mirror image of the opposite side of the avenue.

I also wish to point out that since the government removed the requirement for planning permission for certain sized extensions/conservatories these properties could, if permission is granted to build, also further add to their size and already over dominance of the site by adding such extensions/conservatories and further impose/overlook and cause disturbance, loss of light to adjoining properties.

Miss Nicola Clark, 128 Stony Hill Avenue

I have two young children and have lived in the street for three years and since that time the traffic has become progressively busier. To introduce a further 20 cars into an already very busy street is placing my children, other children and elderly people in further danger. We already have the garage that is very busy, the car wash and butty bar at the end of the road. They all separately bring cars into the street which causes the residents problems.

During rush hour the street is already very busy and to introduce further traffic flow is madness.

Ms G Ogden, 121 Stony Hill Avenue

Objects on the following grounds:

The scale of the proposal has increased drastically from six semi-detached houses to 10 mews-style houses. The same space occupied opposite this development area has six semi-detached houses. All of the houses on Stony Hill Avenue are two storeys and the proposal shows windows to three

floors onto the street elevation. This would make the new houses a completely separate entity and as such would detract from the uniformity of one of Blackpool's few remaining true tree-lined "avenues". I don't see any of the established trees currently on this area remaining on the plans. The people directly facing or living next door to the proposed development will lose a degree of privacy especially when overlooked by a 2.5/3-floor dwelling. The buildings are forward of the current building line and again this makes them unsightly and out of keeping with the surrounding area.

Residents of Stony Hill Avenue are already experiencing issues with parking from the customers using the commercial units on Squires Gate Lane and we now have white road markings at the end of our drives. The extra houses (which do not all appear to have driveways) will result in the loss of parking on that side of the road. We have also experienced the increase in traffic using Stony Hill Avenue as a cut through to Lytham Road or Squires Gate Lane in order to miss the traffic lights and numerous vehicles have been damaged (mirrors knocked off, dents etc.) Extra traffic parked on Stony Hill Avenue (10 properties could mean 20 cars plus) is likely to exacerbate the issue.

Most of the houses on Stony Hill Avenue were built circa 1935 and are in keeping with this era. Mews-style houses do not fit in with this. Due to its established and original features Stony Hill Avenue has a reputation in Blackpool as a desirable area in which to live and has residents who have lived on the avenue for many years and in fact in some cases for generations. The original plans that were issued for six semi-detached houses had been designed in keeping with the area and no objections were raised to these.

Mr and Mrs G and M Hague, 4 Hillcrest Road

Objects on the following grounds:

- out of character
- impact on amenity

Mr G Roberts, 117 Stony Hill Avenue

Objects on the following grounds -

The scale and proposed style of the planning application reference 15/0394 is not in keeping at all with the existing properties. No properties on Stony Hill Avenue have third floor exposed windows as part of the street elevation and I feel this could set a precedent for other properties which I feel would take away the character of the street.

Stony Hill Avenue is one of the very few original tree lined avenues left in this area and I feel that this courtyard style development is totally out of style and character with the rest of the avenue and the area.

Effect on nature i.e. conservation of trees - there are mature trees on this site yet the application form states that no trees are to be removed? I don't believe this?

Effect on safety and parking. The Squires Gate Lane end of Stony Hill Avenue already has big issues with parking from the customers using the commercial units. The proposal will result in the loss of parking on that side of the road due to driveways and a drive through having to be created therefore pushing additional vehicles and visitors further along the road and causing issues for all the residents.

I feel the scale of the proposal would be a massive over development for the size of the plot. The Council sold the plot at 138 Stony Hill Avenue with planning permission for six semi-detached properties, why are they now considering allowing the developers to increase the development by 40%?

Ms J Moss, 2 Hillcrest Road

Objects on the following grounds:-

- out of character – over-intensive
- impact on privacy
- impact on light to property
- increased noise and disturbance

R Clarke, 12 Hillcrest Road

Objects on the following grounds:

- out of character
- over intensive/ overbearing
- impact on privacy/ security
- impact on light to property
- increased noise and disturbance

Ms S Hill, 8 Hillcrest Road

Objects on the following grounds:

- proximity to boundary
- over intensive/ overbearing
- impact on privacy
- impact on light to property
- increased noise and disturbance

R and D Connolley and Sinclair, 131 Stony Hill Avenue

1. Scale - The scale of the proposal would be over development for the size of land. On the opposite side of the road to the proposed site and all down the avenue there are a maximum of six three bedroom properties in an area of similar dimensions to the proposal.

2. Appearance and design - The proposal shows windows to three floors on the street elevation of Stony Hill Avenue. There are no residential properties on Stony Hill Avenue that have windows to three floors on the street elevation. The proposal is for a courtyard style development but Stony Hill Avenue is a very well established tree lined avenue, there aren't any developments of this style on the avenue, it is not in keeping with the character, all properties are street facing. Due to the size and enclosed nature of the properties at the back of the drive through there must be safety issues over access to emergency vehicles e.g. fire engines etc.

3. Impact on the residential amenity of local residents including loss of light, overlooking and loss of privacy, noise and disturbance - The size of this development is far too large for the space available and is an increase of 40% on the size of original approved plans. This proposal will be massively over dominant for the space available. The plans show that the street facing properties are further forward than the existing properties, again out of keeping with neighbouring properties.

4. Impact on the character of the area and whether the use is appropriate - Stony Hill Avenue is noted as being one of the very few original tree lined avenues in Blackpool and a courtyard style development and properties of this style is completely out of character with the rest of the avenue and the area.

Mr and Mrs I and J Lavelle, 136 Stony Hill Avenue

The reasons for the objection are as follows:

The scale and the proposed style of planning application reference 15/0394 is not in keeping at all with existing properties:-

No properties on Stony Hill Avenue have 2.5/3rd floor exposed feature windows as part of the street elevation.

All existing dividing/boundaries to front street elevations are brick but the proposal is to establish concrete posts with wooden fencing in between.

All existing properties have sectional stone mullion walk in bay windows with apex above these to front elevations the proposal shows flat windows with apex above front entrance doors and no feature walk-in bay windows.

All existing properties front onto Stony Hill Avenue and there are no courtyard type developments in this locality.

The application states that no trees need to be removed however, there are at least nine very well established trees within the site (I have photographs of all trees from our property) which would need to be removed.

The proposed style of development is not in keeping with the local area.

The proposal states that the existing boundary would remain however, this boundary requires replacing as it is in a bad state of repair, the concrete sections have exploded, this has always been maintained by the Local Authority.

The proposal shows six parking spaces for the rear four courtyard properties as they do not have driveways - potentially each four bedroom property may have at least two to three vehicles each, where will the other vehicles park?

The building line to the proposed front street elevation of all new properties is further forward than the existing properties.

We are also very concerned in relation to the demolition of the existing building. We would like guaranteed assurance that all asbestos contained within the property will be removed following HSE Regulations and guidelines.

Unacceptable direct impact to ourselves:

The proposal would have three x four bedroom dwellings with all boundaries directly adjacent to our property.

Severely restrict light to the rear of our property.

Loss of light to front elevation due to front building line being further forward than all existing properties.

Increased noise and disturbance.

Dramatic loss of privacy.

Loss of nine well established trees.

Overlooked unnecessarily by addition of two courtyard style properties.

Proposed street lighting within courtyard area.

Over dominance by size of new development.

Increase in volume of vehicles due to proposed number and type of dwellings being far too large for parking space available.

It is extremely frustrating to see that the Council is even considering such a scale of development for this size of site when they refused our original planning application for a conservatory which was just two feet larger than what was later approved for building. The reason given for refusal of the original plan was that it was over-dominant and would cause loss of light. We were advised that in order to go ahead we could consider removing or moving the existing garage, details of this are still on the planning site for viewing, yet the Council is considering this size of development on a site which is only suitable for six street facing properties in order to keep in character with this area and not cause over-dominance to existing properties.

Although our key concerns have been raised in our objection dated 5 August we feel that it is also extremely important that the following is also noted: we know that in determining planning decisions due consideration must also be taken of the current Blackpool Local Plan which very clearly states the following:

Paragraph 5.42 (*Policy HN7*) Government guidance encourages housing development that is built at 30-50 dwellings per hectare. Building housing at higher densities makes a better use of limited land resources and helps to sustain local facilities and services. Higher densities of 50 or more dwellings per hectare are particularly sought at more accessible locations within walking distance of town, district and local centres and along public transport corridors. There will be some instances, particularly on very small sites, where location, design and site configuration constraints outweigh density considerations. Therefore, to be in keeping with Stony Hill Avenue the existing site density for this avenue is very clearly six dwellings per 0.5 acre or 1/5 hectare in order to ensure that what is known as a desirable area of Blackpool to live is not brought down by over density, and over population, further traffic issues etc.. We ask the Council to stick to their own local plan as 138 Stony Hill Avenue was sold as 0.53 acres.

Surely when Blackpool Council originally sold this site and drew up their original plans for six x three bedroom properties that is what they felt was acceptable and the correct site density for this area and piece of land, if the Council felt that 10 x 2.5 storey four bedroom properties was acceptable then why wasn't it sold with permission for this as it would have attracted a much higher selling price

In further considering any options for 138 Stony Hill Avenue we feel it must also be noted that the Council cannot consider this site for any affordable housing scheme as according to the current Local Plan (*Policy HN8* - paragraph 5.55) these must only be considered for sites which are over 0.5 hectares.

Paragraph 6.18 (*Policy BH3*) The ability for people to enjoy their homes, or their stay in the resort, will be an important consideration in determining planning applications for development. To this end the Plan will protect the environment of residential and visitor accommodation areas from over-intrusive development.

If the Council allow this application they would not be adhering to their Local Plan as our property would be so over dominated with an additional three properties all over looking ours and completely encroaching onto our space and invading our privacy not allowing us to enjoy our home.

Paragraph 6.19 (*Policy BH3*) Development should respect the privacy, outlook and levels of sunlight and daylight received by existing properties and ensure that adequate amenity standards are provided for the occupiers of new properties.

A development of such size would severely restrict our levels of sunlight and daylight and be totally

disrespectful of our privacy, we would be hemmed in. Thought must also be given to the removal of restrictions surrounding the erection of conservatories and such like structures as these no longer require permissions, if each property were also to construct the same our privacy would be non-existent. In essence if this was to be allowed then every house on Stony Hill Avenue could request permission to erect a four bedroom property at the bottom of their garden because that would be what the Council were saying is acceptable therefore setting a precedent. There would not be adequate parking for the number of proposed properties. With such a potential of influx of children/teenagers it is also worth noting that all schools in this area are already well oversubscribed.

Mrs Sandra Dancy, 133 Stony Hill Avenue

Objects to the proposal on the following grounds:

Parking has now become an issue on our street due to the latest addition of the car garage and this will only add to further congestion outside our home.

The previous planning application for six houses was greatly received among neighbours as evident with no objections and one supportive comment online. We feel that the previously granted development was the correct size for this plot of land and in keeping with the current surroundings.

Ms G Riley, 123 Stony Hill Avenue

Objects to the proposal on the following grounds:

1. Scale - The scale of the proposal would be over development for the size of land. On the opposite side of the road to the proposed site and all down the avenue there are a maximum of six three bedroom properties in an area of similar dimensions to the proposal.

2. Appearance and design - The proposal shows windows to three floors on the street elevation of Stony Hill Avenue. There are no residential properties on Stony Hill Avenue that have windows to three floors on the street elevation The proposal is for a courtyard style development but Stony Hill Avenue is a very well established tree lined avenue there aren't any developments of this style on the avenue, it is not in keeping with the character, all properties are street facing. Due to the size and enclosed nature of the properties at the back of the drive through there must be safety issues over access to emergency vehicles e.g. fire engines etc.

3. Impact on the residential amenity of local residents including loss of light, overlooking and loss of privacy, noise and disturbance - The size of this development is far too large for the space available and is an increase of 40% on the size of original approved plans. This proposal will be massively over dominant for the space available. The plans show that the street facing properties are further forward than the existing properties, again out of keeping with neighbouring properties.

4. Impact on the character of the area and whether the use is appropriate - Stony Hill Avenue is noted as being one of the very few original tree lined avenues in Blackpool and a courtyard style development and properties of this style is completely out of character with the rest of the avenue and the area.

5. Effect on highway safety and parking - The Squires Gate Lane end of Stony Hill Avenue already has issues with parking from the customers using the commercial units on Squires Gate Lane and Stony Hill Avenue and in an attempt to resolve these properties have white road markings at the end of our drives. The proposal will result in the loss of parking on that side of the road due to driveways and drive through having to be created therefore pushing additional vehicles and visitors further along Stony Hill Avenue and causing issues for all residents. The courtyard properties have the

potential for 12 or more vehicles in the fullness of time but they do not have any driveways and only six parking spaces, where do the other vehicles and visitors park? This development will undoubtedly attract families and due to the size of the properties could potentially house 36 children. In an already built up area, busy with traffic this would surely create safety issues. Again the size of this proposed development is far too large for the space available. When the Council owned this property a large car park was provided on site for the use of employees and visitors as they were aware of parking issues in this area. Please see attached photos

7. Effect on nature conservation and trees - There are mature trees on site yet the application form it states there are no tree which would need to be removed.

8. The possibility of more noise or disturbance - Due to the type, style and scale of the proposed development, with the increase in number of people and vehicles on such a small site an unacceptable level of disturbance to other residents is inevitable.

Due to its established and original features Stony Hill Avenue has a reputation in Blackpool as a desirable area in which to live and has residents who have lived on the Avenue for many years and in fact in some cases for generations. It is a lovely tree lined Avenue which should remain that way and not have any courtyard style areas introduced onto it.

The Council sold 138 Stony Hill Avenue along with planning permission for six x semi-detached dwellings each with garages and driveways and as such why are they now considering allowing any developer to revise this for the developer's additional gain? If this plot had been considered large enough for such a development surely the Council should have sold it with planning for this at the time and that would also have increased the value at that time? The Council have the perfect opportunity to ensure that any developer finishes off Stony Hill Avenue and for this development to compliment the character of Stony Hill Avenue and for it to be a mirror image of the opposite side of the Avenue. Please do not allow this area to become a mis- mash, by allowing developers to do as they wish without any care or consideration for the area or the residents.

I also wish to point out that since the government removed the requirement for planning permission for certain sized extensions/conservatories these properties could, if permission is granted to build, also further add to their size and already over dominance of the site by adding such extensions/conservatories and further impose/overlook and cause disturbance, loss of light to adjoining properties.

Mr Barry Oldham, 130 Stony Hill Avenue

Objects to the proposal on the following grounds:

The scale and design has changed dramatically from the initial planning design and thus is not in keeping with the aesthetics of the rest of the street. It's now a three storey as opposed to the current two storey. There's now more properties planned which will move more people, vehicles and noise into the street. It's tree lined with a great kerb appeal. The building company are proposing to take trees out of the area to use as building land, thus create an effect on nature conservation and trees. We already have a garage in the street that draws more and more vehicles into the area for repair. It's currently difficult for neighbours to park their cars and you are proposing to bring more and more into the area.

The design of the houses will make it more like and street in a street, i.e. courtyard style. The design of the houses makes it completely different to the current design. Picket fences in between the houses is very different to the current brick design.

Stony Hill Avenue is a much desired, sought after area and I feel the new modern design will undoubtedly change the appearance of the location and make it more affordable thus encouraging a change in standards.

This change in application appears to be purely down to cost and profit for the builders and as such is a major shift in the initial approved application.

Also comments that Stony Hill Avenue is a busy cut through from Blackpool to Lytham St Anne's and Warton and a rat run for general traffic. During rush hour it is continuous and I feel the addition of upwards of another 20 vehicles plus the garage and the car wash, together with the sandwich shop, it's completely intolerable to introduce additional vehicular traffic is dangerous and unthinkable.

Mr Andrew Bassett, 125 Stony Hill Avenue

The reasons for the objection are as follows:

c1) we at 125 Stony Hill Avenue will be directly facing the proposed new property named as 'Plot 8' with the obvious impact to us of loss of privacy given the increased closeness to the road of the property and given that these new properties are proposed to have a 3rd floor with this higher elevation facing directly the bedrooms of our house.

c2) presently, on the road side opposite 125, there is an established Sycamore tree which affords 125 with a degree of weather protection - this tree is not shown on the plans for the development. We would be 'disappointed' were this tree to be removed.

c3) the proposal for 10 new dwellings (in our view this is too many dwellings for the site and only made manageable by lack of garage space and the use of the attic space as additional living accommodation) will place additional loading onto the main sewer, which as shown and as already known by the Council, is somewhat fragile given the recent collapse outside 123.

c4) whilst already covered in a) and b), we will also stress the importance to any development of 138 of the traffic management aspects; there are bound to be a significant number of vehicles associated with whomsoever buys the would-be new houses and there is clearly limited space within the development to accommodate these additional vehicles. An overspill onto Stony Hill Avenue would, in our view, be completely unacceptable as this end of Stony Hill Avenue is already swamped thanks to the businesses at the Squires Gate Lane end.

We have previously experienced this exact problem when 138 was used by the Council, with the Council staff preferring to park on the road rather than paying to park on 138 - Council policy at the time. Residents perhaps finishing work early, found themselves unable to park near their own homes, let alone outside.

c5) Stony Hill Avenue is also constantly used as a traffic light bi-pass with a significant number of vehicles exceeding the speed limit with obvious risk of human injury and consequential damage to parked vehicles and of course there has to be sufficient clearance (between what would be a row of parked cars on both sides) for the bin wagons on Monday mornings.

Note:

Whilst we are not able to offer a preference for an alternative development (your letter dated 30th July), the Council Planning Department do need to recognise that the previous application for six

new dwellings was more in-keeping with the existing constructions and was consequently the recipient of few stated objections.

Mr and Mrs J and S Marshall, 134 Stony Hill Avenue

The reasons for the objection are as follows:

The scale and the proposed style of planning application reference 15/0394 is not in keeping at all with existing properties:-

No properties on Stony Hill Avenue have 2.5/3rd floor exposed feature windows as part of the street elevation.

All existing dividing/boundaries to front street elevations are brick but the proposal is to establish concrete posts with wooden fencing in between.

All existing properties have sectional stone mullion walk in bay windows with apex above these to front elevations the proposal shows flat windows with apex above front entrance doors and no feature walk-in bay windows.

All existing properties front onto Stony Hill Avenue there are no courtyard type developments in this locality.

The application states that no trees need to be removed however, there are at least nine very well established trees within the site which would need to be removed.

The proposed style of development is not in keeping with the local area.

The proposal states that the existing boundary would remain however, this boundary requires replacing as it is in a bad state of repair, the concrete sections have exploded, this has always been maintained by the Local Authority.

The proposal shows six parking spaces for the rear four courtyard properties as they do not have driveways - potentially each four bedroom property may have at least two to three vehicles each, where will the other vehicles park?

The building line to the proposed front street elevation of all new properties is further forward than the existing properties.

We are also very concerned in relation to the demolition of the existing building, we would like guaranteed assurance that all asbestos contained within the property will be removed following HSE Regulations and guidelines.

Unacceptable direct impact to ourselves:

Increased noise and disturbance

Dramatic loss of privacy

Loss of nine well established trees

Overlooked unnecessarily by addition of two courtyard style properties

Increase in volume of vehicles due to proposed number and type of dwellings being far too large for parking space available

NATIONAL PLANNING POLICY FRAMEWORK

Paragraph 2 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 reiterates this requirement.

Paragraph 12 states that the NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless material considerations indicated otherwise. It is highly desirable that Local Planning Authorities have an up to date plan in place.

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 which include to proactively drive sustainable development and secure a high standard of design and a good standard of amenity.

Paragraphs 47-52 deal with the supply of housing.

Paragraph 56 states that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 61 states that although visual appearance and architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.

Paragraph 150 emphasises the importance of Local Plans in delivering sustainable development. It reiterates the point that planning decisions should be made in accordance with the 'Local Plan' unless material considerations indicate otherwise.

Paragraph 186 states that Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 states that Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Paragraph 196 states that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.

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.

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 HN4 - Windfall Sites - allows for housing development on vacant, derelict or underused land subject to caveats.

Policy HN6 - Housing Mix - sets out requirements in terms of the types of houses and size of houses on sites.

Policy HN7 - Density - suggests that developments should seek to achieve a density of between 30 and 50 dwellings per hectare.

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 BH4 - Public Safety - seeks to ensure air quality is not prejudiced, noise and vibration is minimised, light pollution is minimised, contaminated land is remediated and groundwater is not polluted.

Policy BH10 - Open Space in New Housing Developments - sets out the need for open space as part of developments and where full provision is not made a commuted sum should be sought.

Policy NE6 - Protected Species - seeks to ensure that development does not adversely affect animal and plant species that are protected.

Policy NE7 - Sites and Features of Landscape, Nature Conservation and Environmental Value - seeks to protect groups of trees, hedgerows and watercourses.

Policy NE10 Flood Risk 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 Councils 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.

Supplementary Planning Guidance 11: Open Space: provision for new residential development and the funding system

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was submitted to the Planning Inspectorate in December 2014 and an Inspector conducted an examination of the Core Strategy in May 2015. Consultation has taken place on modifications to the Core Strategy arising from the examination and the results of this consultation have been forwarded to the Inspector for him to consider. He will then publish his final report on the Core Strategy and the document will be adopted early in 2016.

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

CS2 - housing provision

CS5 - connectivity

CS7 - quality of design

CS9 - water management

CS10 - sustainable design

CS12- sustainable neighbourhoods

CS13 - housing mix density and standards

CS14 - affordable housing

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

ASSESSMENT

- **the intensity of the development**

The principle of redeveloping the site has been established by the granting of outline planning permission reference 14/0036 for three pairs of semi detached houses fronting onto Stony Hill Avenue. This proposal would have six properties fronting onto Stony Hill Avenue but the rear gardens would be smaller to accommodate two pairs of semi detached houses at the rear. The properties fronting onto Stony Hill Avenue would be a similar overall height to the existing properties in Stony Hill Avenue but would have gable ended roofs rather than hipped roofs. They would each have a 2.5 metres wide drive which would be capable of accommodating two cars (12metres length) and low front boundary wall. Whereas the six approved houses would have rear gardens of some 18 metres in length (reflective of existing properties on Stony Hill Avenue) the

proposed properties would have gardens of between 7.8 metres to 10.2 metres in length (the normal requirement is 10.5 metres) although it is acknowledged that with the side drive to the properties the rear gardens would be 8 metres wide (similar width to the existing properties in Stony Hill Avenue). The properties to the rear of them would be set between 8.5 and 11 metres away whereas the normal requirement would be 12 metres. Again it is acknowledged that the properties would only slightly overlap where the shorter 8.5 metres distance is involved. The main front elevation of the properties fronting Stony Hill Avenue would be set on a similar building line to the existing houses with the projecting elements projecting some 2 metres whereas the bays on the existing houses project in the region of one metre. It is acknowledged that the front elevation to front elevation separation with properties on the opposite side of Stony Hill Avenue would not be comprised (28 metres compared with the normal requirement of 21 metres and the proposed front dormer would be some 29 metres away).

In terms of the properties to the rear of those proposed on the Stony Hill Avenue frontage they would be side on to the properties in Hillcrest Road and set away from them by between 12 and 14.5 metres. They would have a blank gable to the properties in Hillcrest Avenue and this distance is considered acceptable. In terms of rear gardens they would be between 7.5 metres and 10 metres in length but would be narrower because parking would be provided communally. The turning area shown for the communal parking area would be too small (six metres reversing distance is needed) and the footpath to serve the houses at one metre wide would be too narrow.

The height of the undercroft at 2.5 metres would not allow a bin lorry to access the site and hence residents of the two pairs of semi detached houses would have to move their bins some 35 metres onto the pavement in Stony Hill Avenue for collection which is not ideal.

The cumulative impact of all of the issues suggests that the proposed development is over-intensive for the size of the site and out of character with the area in which the site is located. As such the proposed development would be contrary to paragraphs 17 and 58 of the National Planning Policy Framework, Policies LQ2 and HN7 of the Blackpool Local Plan and Policies CS7 and CS12 of the Blackpool Local Plan: Part 1 - Core Strategy (modification version).

- **the impact of the development on residential amenity**

Having said that the separation distance between the proposed side elevation of the houses to the rear part of the site and the original rear elevation of houses fronting Hillcrest Avenue meets the minimum requirement in terms of distance 12 metres, this does not take into account that the floor level of these houses would be set at 8.35 m above ordnance datum (AOD) whereas those fronting Stony Hill Avenue would be set at 7.95m AOD. This extra height would mean the bulk of the side elevation (and property) would be greater and would offer the potential for greater shading of the rear gardens of properties in Hillcrest Avenue in the morning. The extra height also gives more potential for overlooking from the front bedroom and front dormer windows albeit at an angle to the gardens of the houses fronting Hillcrest Avenue.

The pair of semi detached houses which would back onto the rear garden of 136 Stony Hill Avenue would be set 10 metres away and would also have the additional height which would offer the potential for overlooking of the rear garden. This distance is considered too short and hence the impact on the amenity of the residents of 136 Stony Hill Avenue is considered unacceptable with two study rooms and two second bedroom windows overlooking their rear garden. The increased height could also shade the garden given the proposed houses would be due south of the rear garden of 136 Stony Hill Avenue.

As such the proposal would be contrary to para 17 of the National Planning Policy Framework, Policies LQ2 and BH3 of the Blackpool Local Plan and Policies CS7 and CS12 of the Blackpool Local Plan: Part 1 - Core Strategy (modification version).

- **the impact of the development on highway safety**

The houses fronting Stony Hill Avenue would each have two off street car parking spaces which is considered acceptable given the site is within the built up area and close to bus routes. The communal parking at the rear at 1.5 spaces per dwelling is similarly considered acceptable however as mentioned above the turning area is too small to allow for manoeuvring into/out of all of the spaces. The access road would allow a vehicle to pull clear of Stony Hill Avenue if a vehicle is exiting the site. The height of the undercroft would not allow a bin lorry, fire engine or delivery vehicles to access the properties to the rear. The footpath to serve the properties to the rear would be too narrow at 1 metre in width (it is acknowledged that it could be set flush with the carriageway which would improve the situation).

CONCLUSION

Whilst there is a presumption in favour of sustainable development and this site is sustainable in that it involves the re use of an existing site in a location close to bus routes and relatively close to Local Centres and a District Centre the issues raised in the report are considered sufficient to outweigh the presumption in favour of development in this case.

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): 15/0394 and 14/0036 which include the representations referred to in the report and all other information relevant to the application. The files can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Refuse

Reasons for Refusal

1. The proposed development is considered to be over-intensive for the size of the site and out of character with the area in which the site is located. As such the proposed development would be contrary to paras 17 and 58 of the National Planning Policy Framework, Policies LQ2 and HN7 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS12 of the Blackpool Local Plan: Part 1 - Core Strategy (modification version).

2. The proposed development would have an adverse impact on the amenities of neighbouring residents by reason of its height, bulk and proximity to site boundaries with shading and overlooking being the principle concerns leading to a loss of privacy. As such the proposed development would be contrary to para 17 of the National Planning Policy Framework, Policies LQ2 and BH3 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS12 of the Blackpool Local Plan: Part 1 - Core Strategy (modification version).

3. **ARTICLE 35 STATEMENT (NATIONAL PLANNING POLICY FRAMEWORK paragraph 187)**

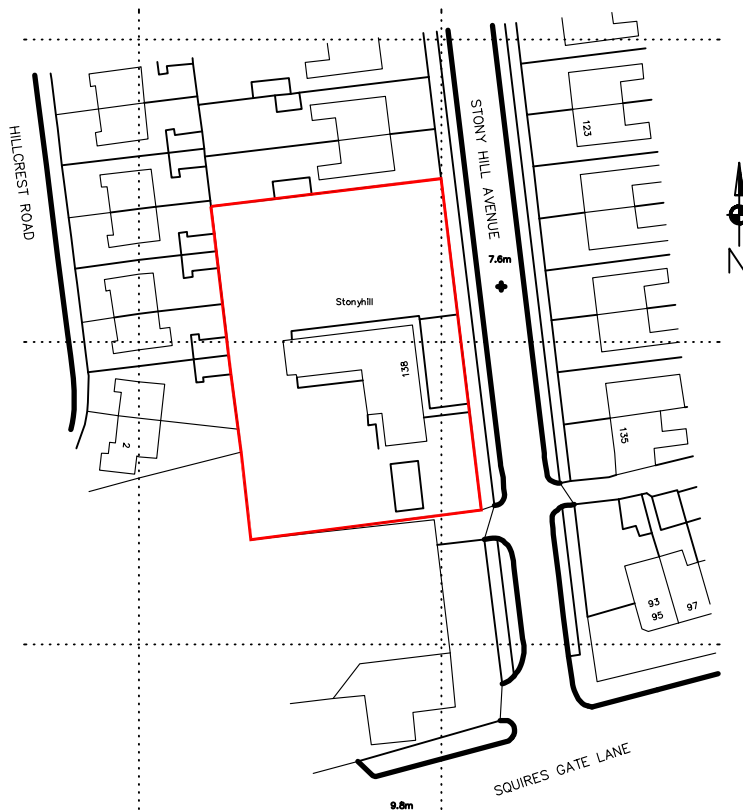
The Local Planning Authority has sought to secure a sustainable development that would improve the economic, social and environmental conditions of Blackpool but in this case there are considered factors - conflict with the National Planning Policy Framework and National Planning Policy Framework, Policies LQ2, BH3 and HN7 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS12 of the Blackpool Local Plan: Part 1 - Core Strategy (modification version) which justify refusal.

Advice Notes to Developer

Not applicable

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KEY

— BOUNDARY LINE.
TOTAL PLOT AREA 2121m²



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PROJECT
STONY HILL AVENUE BLACKPOOL

DRAWING TITLE
SITE LOCATION

Drawn PB	Checked	Date 14-01-15	Scale 1:1250@A4
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DRAWING No. A014/293/S/02

Rev.

H:/Server/Drawings/2014

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COMMITTEE DATE: [01/12/2015](#)

Application Reference: 15/0425

WARD: Layton
DATE REGISTERED: 17/07/15
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Full Planning Permission
APPLICANT: Dr R Clark

PROPOSAL: Erection of two storey rear extension to existing medical centre with amended layout to car park and erection of two metre high palladin fencing to part of site boundaries.

LOCATION: LAYTON MEDICAL CENTRE, 200 KINGSCOTE DRIVE, BLACKPOOL, FY3 7EN

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr Mark Shaw

SUMMARY OF RECOMMENDATION

It is considered that, on balance, given the health benefits and need for the extension to the Practice including the increase in patient numbers by approximately 2000 due to a retirement of a local GP, that the application can be supported. This is notwithstanding the significant reservations expressed by the Head of Transportation regarding the reduction in off street car parking facilities from 16 to 12 spaces to accommodate the extension and the resulting additional potential for on street parking on both Onslow Road and Kingscote Drive.

INTRODUCTION

The proposal would involve a third extension to the medical centre since it was built in the 1990's. The previous two extensions were built following planning permissions granted in 2006 and 2009 reference 06/0272 and 09/0514 respectively, adding the pharmacy, three managers rooms and a consulting room in 2006, and in 2009 adding six consulting rooms. As a result of these extensions the car park was re-configured and reduced in number from 19 spaces to 16 spaces.

SITE DESCRIPTION

Layton Medical Centre is a single storey purpose built facility with its own car park providing 16 spaces and is located close to St Walburgas Road within a residential area. The building is brick built with a hipped roof and is accessed on foot from Kingscote Drive and the car park is accessed from Onslow Road to the rear. There are houses close by to the front and rear on both Onslow Road and Kingscote Drive although the centre itself is bounded to the north and south by public open space designated within the Blackpool Local Plan under Policy BH5. There is on street car parking both on Onslow Road and Kingscote Drive.

DETAILS OF PROPOSAL

The application involves the erection of a two storey rear extension creating an additional 344 sqm of floorspace which would give a total floorspace of 811 sqm. The extension would be attached to the rear of the Medical Centre facing the car park which would be reduced in size from 16 to 12 spaces. The proposed extension is shown to provide three additional GP's offices, three mental health consulting rooms and a staff room, administration area, manager's office and wc's. The car parking area will also be enclosed by a two metre high palladin fence.

An amended plan has been submitted making some relatively minor design alterations and also providing further details of the window recesses on the main elevation of the extension overlooking the car park. The application is accompanied by a Design and Access Statement, a Patients Transport Survey and supporting letters/ statements from the applicants' highways and planning consultants, and from the Medical Centre Group Practice Manager, The NHS Foundation Trust and Paul Maynard MP. The supporting letters are appended to this report.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle
- Need for the Extension
- Design
- Residential Amenity
- Highway Safety/ Car Parking
- Other Issues

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

CONSULTATIONS

Head of Transportation: I wish to object to this proposal and recommend refusal on the basis that the existing use and additional use does not and will not cater for the trips that are being generated by the Practice.

Each consultation/treatment room should provide a maximum of four car parking spaces. For the existing use, there are 10 consultation/treatment rooms (five GP, three nurse, one practice pharmacy, one actual treatment room) which equates to 40 car parking spaces. The proposed changes seeks to create an additional three consultation rooms and some of the existing rooms have been re-allocated for different uses, so a further 12 car parking spaces should be provided. The scheme actually proposes a reduction by four spaces (16 to 12) and this is unacceptable.

Clearly the parking is underprovided and does not meet the current needs of staff, patients and health professionals, resulting in overspill parking onto Kingscote Drive and the surrounding streets. There are instances where patients are being brought to the site by taxis or other modes resulting in vehicles stopping for short distances on the restricted section of Kingscote Drive creating conflict between other road users. Vehicles stopping for short periods on Kingscote Drive reduce the width of the available carriageway leading to conflict and on occasions sudden stopping manoeuvres, to the detriment of highway safety. The pharmacy which is attached to the practice has its own parking and access requirements which is adding to the issues in the area. The application site is in close

proximity to two schools and the area is busy with parents and children at the start and end of the school day. Kingscote Drive is also used as a rat-run between St. Walburgas Road and Grange Road.

Traffic and Highways will only support this proposal if car parking provision is increased, not necessarily to meet maximum standards but a reasonable increase from existing levels.

Up-dated comments following the submission of the traffic survey:-

I have reviewed the history of the site and have the following further comments:

05/0910

- five Consultation rooms, one treatment room and 1 Health Visitor and Pharmacy.
- 28 spaces required for seven rooms (Maximum Parking standards) plus 1:16 (low accessibility) or 1:22 (high accessibility) for Pharmacy - dependant on size of pharmacy.
- 17 car parking spaces available/proposed in 2005.

06/0272

- five Consultation rooms, one treatment room and one Health Visitor and Pharmacy.
- 28 spaces required for 7 rooms (Maximum Parking standards) plus 1:16 (low accessibility) or 1:22 (high accessibility) for Pharmacy - dependant on size of pharmacy.
- 19 car parking spaces available/proposed in 2005.

09/0514

- 12 Consultations rooms, one treatment room and Pharmacy.
- 52 spaces required for 12 rooms (Maximum Parking standards) plus 1:16 (low accessibility) or 1:22 (high accessibility) for Pharmacy - dependant on size of pharmacy.
- 16 car parking spaces provided – a reduction by three from 2006.

15/0425

- 14 Treatment/Consultation rooms and Pharmacy
- 56 Car Parking spaces required in line with Maximum Parking Standards plus 1:16 (low accessibility) or 1:22 (high accessibility) for Pharmacy - dependant on size of pharmacy.
- 12 car parking spaces provided (a reduction by four).

Clearly, the Practice has grown over the years, with subsequent expansions with lack of car parking provision. Whilst I accept the results of the survey commissioned by the Practice between the 16th and 22nd October 2015 and the fact that some space is available within the car park, I fail to understand why the use of unrestricted parking areas in the immediate vicinity for parking is considered acceptable. The existing car park may be adequate for the current use but parking does take place on-road and will continue. This is likely to increase with the further expansion of the Practice. Added to this is the fact that the Practice will be increasing in patient numbers due to the impending retirement of a GP from the nearby Grange Park Estate. The figure quoted was in the region of about an additional 1900/2000 patients. Whilst the housing estate is within walking distance, there will be a percentage of patients who will rely on the use of the car, further increasing on-street parking demand in and around the Practice, possibly leading to additional highway safety issues and conflict between road users.

Parking figures quoted are maximum standards, a reduction could be applied dependent on the submission of an accessibility questionnaire. Even if this was done, supply may not meet demand, especially with the Practice increasing physically in size and in numbers. I am not comfortable in supporting this proposal for the reasons given, and if permission was granted with subsequent

parking and access issues, there will be nothing the Highway Authority can or will do to improve the situation as it is the responsibility of the Practice to ensure the site is adequately catered for in terms of parking.

On this basis, I recommend refusal.

Further comments in response to the supporting letters and statements:-

The supporting letter fails to mention the likely increase in patient numbers by a further 2000 due to the impending retirement of a Grange Park GP. New patients may travel by sustainable modes but some will rely on the use of a car and a reduction in car parking spaces will lead to an increase in on-street demand transferring a problem from Onslow Road onto Kingscote Drive.

The car park is tucked away and even if users are aware of the car park it is convenient for them to park on street which is why the car park is never full. The same cars appear to park on Onslow Road each day which are likely to be staff and visiting health professionals. Kingscote Drive is 6.75m wide and allowing for a car two metres wide parked opposite the site would leave an available carriageway width of 5.75m. This would be considered acceptable however there are times when the available width is restricted further which creates conflict between different users. An increase in this instance could be detrimental to highway safety. Accident data currently does not imply this but it could change. Concerns remain and I am not comfortable in supporting this proposal.

Lancashire County Council (Archaeology): the extension falls on the site of a series of buildings from the mid to late 19th century, including a farmstead, which formed part of the hamlet of Little Layton. These buildings appear to have been demolished between 1948 and the late 1960's but it seems improbable that all the foundations have been cleared and that some buried remains will still be present on site. These remains need to be assessed and recorded and an appropriate condition is recommended.

PUBLICITY AND REPRESENTATIONS

Two site notices displayed : 24 July 2015
Neighbours notified: 17 July 2015 and 20 October 2015

Two letters of objection have been received from 84 and 96 Onslow Road on the following grounds:

- there are not sufficient parking spaces, the congestion and scarcity of parking space is bad now and will only increase if the surgery gets bigger. There are cars and vans parking on the pavement now.
- there are constantly cars parking on street outside nearby residential property making it difficult to get in and out the driveway.
- the noise and disturbance will increase in a supposedly residential area.
- there will be a loss of privacy, a loss of light and overlooking from the two storey building.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute towards sustainable development. There are three strands to sustainable development namely economic, social and environmental. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless

other material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

The document confirms the presumption in favour of sustainable development and set out 12 core planning principles which include building a strong competitive economy; promoting sustainable transport; delivering a wide choice of high quality homes; requiring good design; promoting healthy communities and meeting the challenge of climate change.

In terms of its economic role planning can contribute towards building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation, and by identifying and coordinating development requirements, including the provision of infrastructure. In terms of its social role planning will support strong, vibrant and healthy communities by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

Section 7- Requiring good design

Good design is a key aspect of sustainable development. High quality and inclusive design for all development is needed with poor design being refused.

Section 8- Promoting healthy communities

The planning system can play an important role in facilitating social interaction and creating healthy inclusive communities and involve sections of the community in planning decisions. Decisions should support community facilities such as shops, and services.

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:

The relevant policies are as follows -

LQ1 Lifting the Quality of Design

LQ2 Site Context

LQ3 Layout of Streets and Spaces

LQ4 Building Design

LQ8 Energy and Resource Conservation

BH3 Residential and Visitor Amenity

BH4 Public Health and Safety

BH19- Neighbourhood Community Facilities

AS1 General Development Requirements

AS2 New Development with Significant Transport Implications

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was submitted to the Planning Inspectorate in December 2014 and an Inspector conducted an examination of the Core Strategy in May 2015. Consultation has taken place on modifications to the Core Strategy arising from the examination and the results of this consultation have been forwarded to the Inspector for him to consider. The Council has now received a copy of the Inspector's draft report for fact checking only to 'identify any factual errors and seek clarification on any conclusions that are unclear'. The Council have to respond to the

Planning Inspectorate with any issues in 10 days by 26 November 2015. Following which the Inspector will issue the Final report and it is at this stage that we make the final report available to the public.

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:

- CS7 Quality of Design
- CS12 Sustainable Neighbourhoods
- CS15 Health and Education

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

ASSESSMENT

Principle- The medical centre has been extended twice within the last 10 years approximately doubling the size of the practice, the proposed extension would add a further 344 sqm of floorspace. There are no objections in principle to further additions to the Practice further improving the level of service and as a result improving the health and well-being of its patients subject to other development management considerations being satisfied or those considerations being outweighed by the need for the development. These considerations include the satisfactory provision of off street car parking, the design of the extension and also ensuring that the extension will not cause significant residential amenity issues for its neighbours due to its size or location.

Need for the Extension- It is stated by the Practice Manager that the future of the General Practice is in the development of 'multi-speciality community providers' (MSCP) where one location can deliver the full range of physical, mental and social services to the local population. The proposed extension is critical to achieving this end as at present there is not sufficient space to provide an expanded range of services to current and expected future patients. Therefore the immediate benefit is the availability of an enhanced range of healthcare services. Without the extension MSCP status is doubtful bringing the long term viability of the medical centre into question. It is important that planning permission is received on 1st December 2015 as any delay is likely to result in the withdrawal of £500,000 plus funding. In addition to the expansion of the health services provided by the Practice, a local Grange Park GP is understood to be retiring and approximately 2000 additional patients are also being taken on by the Practice.

The health inequalities within Blackpool are well documented and the extension will also help to tackle this ongoing issue and improve the all-round health of new and existing patients. Therefore

the need for this extension and resulting benefits are accepted and weigh heavily in favour of the application.

Design- the proposal involves a two storey addition to a single storey building. The design of the extension appears fairly contemporary and is similar to other modern medical buildings and is fairly functional in design though it does include some detailing and a mixture of materials, namely glazing, render and brickwork with a shallow pitched roof. The architects have attempted to marry the existing solid brick single storey building to the proposed two storey extension by adding some of the detailing of the extension onto the existing building. The proposal, with some additional amendments, is considered acceptable from a design perspective.

Residential Amenity- the extension is located to the rear of the Practice facing onto the car park and Onslow Road and therefore does not impact materially on Kingscote Drive. The nearest house on Onslow Road, no. 96 is located some 25 metres from the existing building and the proposal would take the Practice within 16 metres of 96 Onslow Road. This distance and the relationship between the two buildings is considered acceptable given that the two buildings would be partially offset from one another and also given that it is the side elevation of 96 Onslow Road which faces towards the application site containing mainly non habitable windows e.g. landing window.

There is however a residential amenity issue concerning the on-street parking generated by the Practice both on Onslow Road and Kingscote Drive at present which would be expected to increase as a result of the proposed extension and with the corresponding growth of the Practice taking on additional patients. Because the car park is to the rear of the building on Onslow Road and the Practice entrance is from Kingscote Drive to the front it may be more convenient for some patients to park on street rather than the use the car park and there is also capacity to park on street particularly on Onslow Road. Given the stated need for the extension it is not considered that the residential amenity impact is the overriding factor in this instance.

Highway Safety/ Car Parking- the reduction in the number of on site car parking spaces from 16 to 12 and the increase in the size of the Practice by some 340 sqm with the corresponding additional traffic generation to be expected from this increase is considered to be the main concern with the application. Assessing the proposal against the adopted maximum car parking standards the application falls way short by over 40 spaces. Given that this is the third addition to the Practice in less than 10 years and the building has more than doubled in size whilst having seven less parking spaces (from 19 to 12 spaces) these factors would usually be expected to warrant a refusal of planning permission, particularly given the Head of Transportation's ongoing concerns with the proposal and the expected additional on street parking. However the Practice serves a primarily local population many of whom do not use a car to visit the Practice, a recent traffic survey indicated that 45% of patients arrived by car and 34% walked. It is also worth noting that there are a number of on street spaces available on Onslow Road directly opposite the Practice and its car park where parking on street would not cause any residential amenity concerns, not being outside houses, nor posing any apparent highway safety concerns given the relatively quiet nature of Onslow Road. As stated elsewhere in this report the need for the extension and the benefits to be had is considered to be the overriding consideration.

Other Issues- the archaeological comments from Lancashire County Council refer to the application site being the location of some old farm buildings which were demolished 50 plus years ago and the potential presence of some remnants of the farm buildings. A condition is recommended to assess and record any findings as part of any approval of the planning application.

CONCLUSION

The recommendation on the application is considered a balanced one weighing the highway and car parking concerns expressed by the Head of Transportation and by two local residents, who have objected to the application, against the stated needs and benefits of the extension in improving the health service to the patients and enabling the Practice to accommodate a large influx of new patients. Given the well documented health inequalities within Blackpool compared to the north west and national averages on many indicators of health and well-being, the benefits to be gained locally from the extension and the stated need and support for the application it is considered that the granting of planning permission can be supported. It is also considered that the application complies with the relevant sections of the NPPF particularly in relation to Section 8 'Promoting Health Communities'

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

Not applicable

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): 15/0425, 09/0514, 06/0272 and 05/0910 which include the representations referred to in the report and all other information relevant to the application. The files can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

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. Details of materials to be used on the external elevations shall be submitted to and

agreed in writing by the Local Planning Authority prior to the development being commenced.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 of the Blackpool Local Plan 2001-2016.

3. 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.

4. No works shall take place on the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work. 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: The site is within an area where there may be important features of archaeological interests and so appropriate investigation and safeguarding is necessary in accordance with the National Planning Policy Framework.

(To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site. This recommendation is in accordance with National Planning Policy Framework, paragraph 141. Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also 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.)

5. Development on the approved extension shall not be commenced occupied until a travel plan has been submitted to and 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.

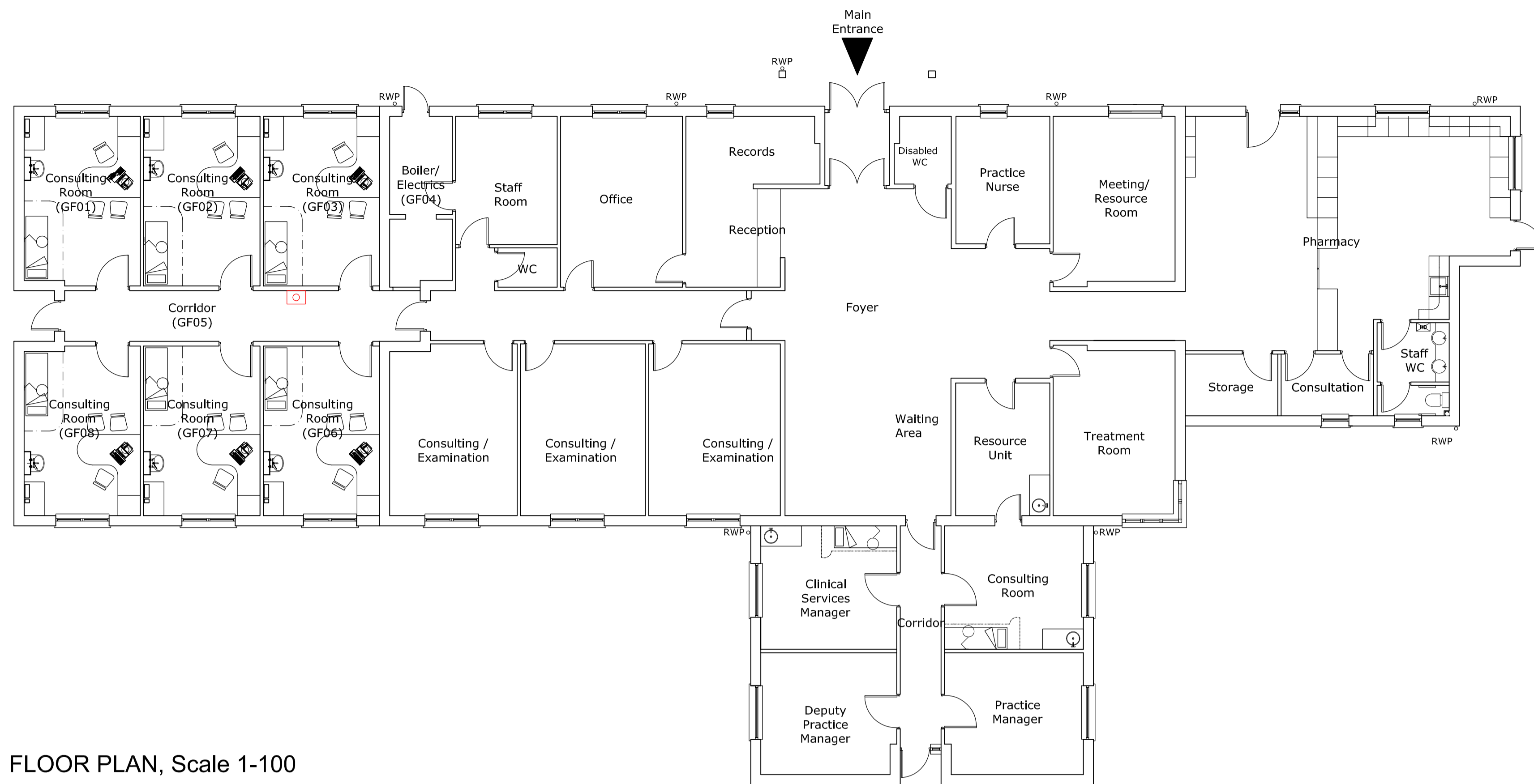
No part of the extension shall be occupied prior to the implementation of the Approved Travel Plan (or implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation). Those parts of the Approved Travel Plan that are identified therein as being 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.

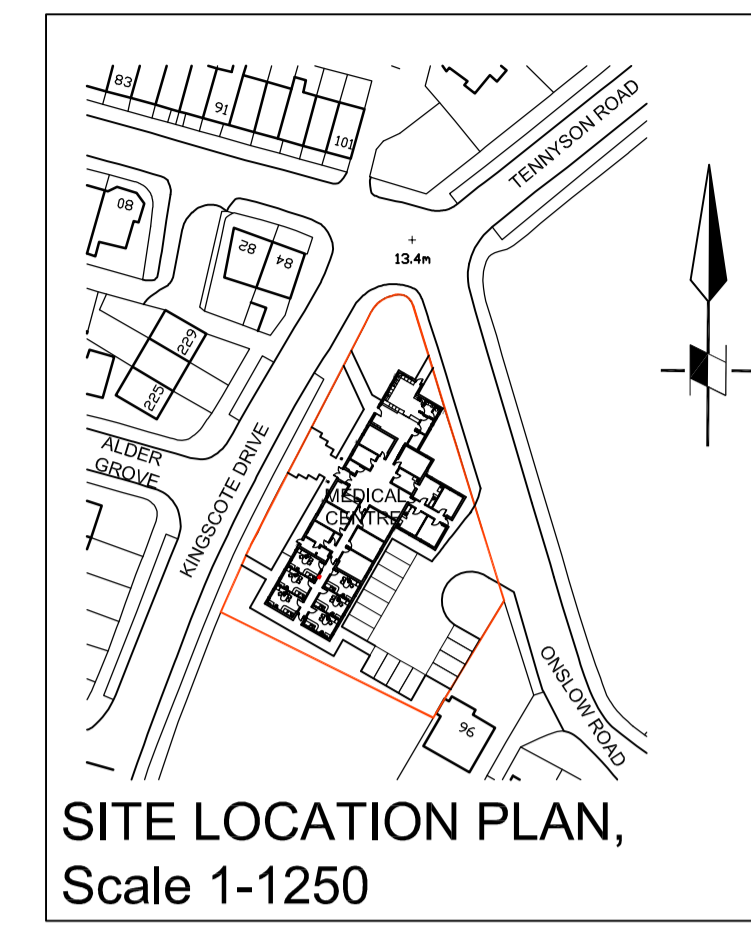
Advice Notes to Developer

Not applicable

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FLOOR PLAN, Scale 1-100



SITE LOCATION PLAN, Scale 1-1250

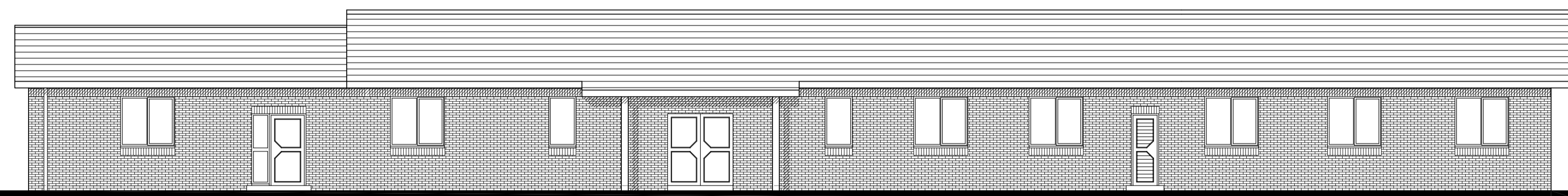
IMPORTANT

- © This drawing is copyright and remains the property of this practice
- Do not scale this drawing
- All dimensions to be checked on site
- Positions of existing services to be confirmed prior to proceeding

REVISION STATUS

- S Information issued for feasibility or scheme design
- T Information issued for tender purposes only
- C Information issued for Construction
- NB: Only those drawings containing a C revision to be used for construction

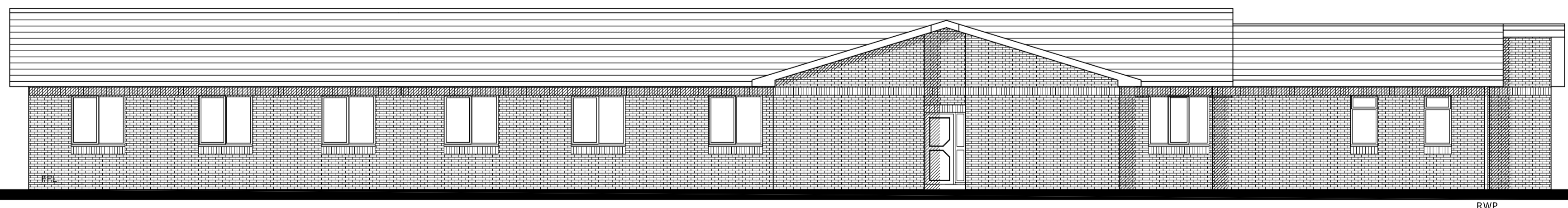
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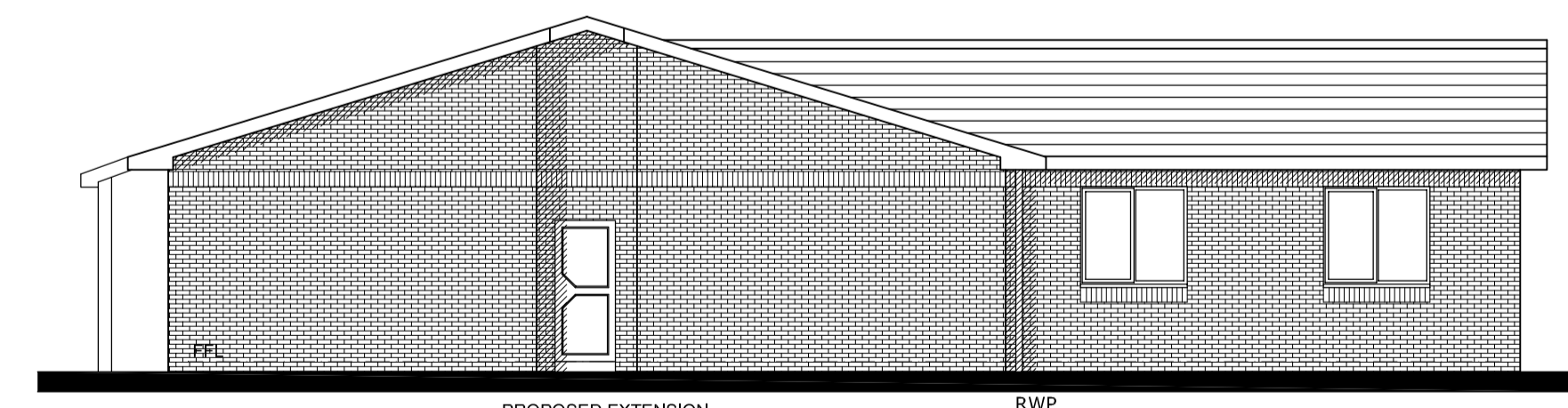
FRONT ELEVATION - To Kingscote Drive
Scale 1-100



SIDE ELEVATION - To Onslow Road

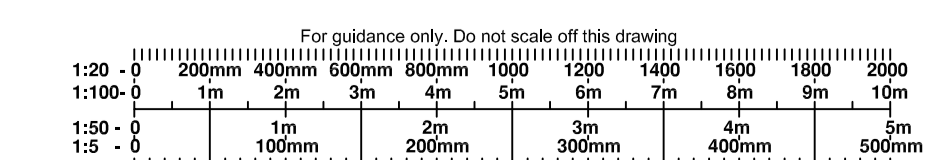


REAR ELEVATION - To car park



SIDE ELEVATION - To Adjacent Fields

REVISION	DATE	DESCRIPTION
CLIENT Layton Medical Centre		
PROJECT Extension to rear of Layton Medical Centre 200 Kingscote Drive, Blackpool, FY3 7EN		
DRAWING TITLE Site Location Plan, Existing Floor Plans and Elevations		
SCALE	DATE	DRAWN
1-1250, 100@A1	Jan' 15	BAC
DRG NO.		REVISION
5422 - 01		



fwp

Frank Whittle Partnership Group

COMMITTEE DATE: [01/12/2015](#)

Application Reference: 15/0457

WARD: Clifton
DATE REGISTERED: 23/07/15
LOCAL PLAN ALLOCATION: Protected School Playing Fields/Grounds
Neighbourhood action plans

APPLICATION TYPE: Outline Planning Permission
APPLICANT: The Co-operative Group

PROPOSAL: Erection of a residential development comprising up to 54 dwelling houses, utilising existing access and including car parking and associated works, following demolition of existing buildings (outline proposal).

LOCATION: CO-OPERATIVE SPORTS AND SOCIAL CLUB, PRESTON NEW ROAD, BLACKPOOL, FY4 4RE

Summary of Recommendation: Agree in principle and delegate approval to the Head of Development Management

CASE OFFICER

Ms Pippa Greenway

SUMMARY OF RECOMMENDATION

In this instance, whilst policies relating to the retention of playing fields and the strong objection from Sport England would suggest that the proposal should be refused; there are other material considerations, such as the lack of need for this playing field facility; the financial contributions to improving sporting facilities at Common Edge Road; the financial contribution to affordable housing within the Inner Area and the Government's drive to encourage housebuilding that outweigh those objections.

SITE DESCRIPTION

The application site is owned by The Co-operative Group (TCG) and is broadly rectangular in shape. It comprises a single storey brick built former social club with parking at the front; with disused sports pitches to the rear (a football pitch of 0.6 ha and two bowling greens' 0.3 ha) and a sports pavilion. The social club closed in July 2013 as it was no longer financially viable. Despite the pitches being available for private play until the social club closed in July 2013 they had not been used for several years prior to that. The site extends to 3.9 acres (1.6 hectares) and is situated approximately two miles south-east of Blackpool town centre, within the predominantly residential suburb of Marton. It is located on a main route into Blackpool from the M55, and is served by a single vehicular access point from Preston New Road.

Well established residential areas are situated to the east, south and west of the site including Ribchester Avenue, Catforth Avenue and Devona Avenue. The site is bounded to the north by A583 Preston New Road and the rear of an ATS Euromaster car servicing workshop and an HSS hire shop

to the western half of the site's northern boundary. There are several bulky goods retail units opposite the site, across Preston New Road.

DETAILS OF PROPOSAL

The proposal is for the erection of a residential development of up to 54 dwelling houses, utilising the existing (widened access) and including car parking and associated works, following demolition of existing buildings. The proposals are in outline with all matters reserved with the exception of access from Preston New Road. The application seeks to establish the principle of residential development (Use Class C3) on this site with the layout, type, size and appearance of dwellings to be determined at the detailed design/Reserved Matters (RM) stage.

The proposal is supported by the following documents:

- Day Time (Dec 14) and Nocturnal (Jun 15) Bat Survey
- Design and Access Statement
- Flood Risk Assessment
- Geo-Environmental Desk Study Report
- Independent Financial Viability Appraisal (IFVA) (CONFIDENTIAL)
- Noise Impact Assessment
- Planning Statement
- Pre-Development Arboricultural Survey
- Preliminary Ecology Assessment
- Statement of Community Involvement (SCI)
- Transport Statement

Heads of Terms for a Section 106 is to be submitted during the course of the application, to secure financial contributions towards replacement sporting facilities and affordable housing.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of the loss of playing field
- Housing Issues
- Development Viability
- Design and Amenity
- Highway Safety
- Parking and Servicing Arrangements
- Other Issues

CONSULTATIONS

Environment Agency: The Environment Agency has no comment to make.

Head of Transportation: 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 Environmental Services: 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.

Contaminated Land Officer: Requests a Desk Top Study to be submitted. This has been submitted and any further comments will be reported on the update note.

United Utilities: Recommends conditions regarding surface water drainage and states that a water main will be needed to serve the site.

Sport England: Originally submitted a Statutory objection, which was subsequently revised to: To conclude I wish to maintain the objection as there is insufficient evidence still that this can meet any aspect of our policy, even if some weight is attributed to the Council's 'draft' Playing Pitch Strategy (PPS). Given that this site was a not an insubstantial sports ground in its day containing a pavilion with changing rooms, double bowling green site and a senior football pitch, the financial contribution offered is minimal given the range of facilities previously open at the site.

It seems likely, although the independent evidence has not been submitted, this application will not trigger our statutory role (as the sports facilities had not been used for five years prior to the application) in which case we could be amenable to negotiating a commuted sum as a contribution to help resolve deficits identified. For information Sport England's own figures for new sports facilities developed from our own experience and to support our national lottery investment state provision of the following facilities would equate to:

Two team changing pavilion and club house = £275,000

One bowling green = £125,000

One senior natural turf football pitch = £75,000

(Figures as of quarter 1 2015).

In light of the above, Sport England objects to the proposal because is not considered to accord with any of the exceptions in Sport England's playing fields policy.

Head of Leisure and Catering Services: Our view hasn't changed on this piece of land. A new football season has started with no team attached to this pitch. As mentioned by Sport England our Play Pitch Strategy (PPS) is out of date and requires updating. We were aware of this and have engaged KKP Consultants to commission a new PPS. When completed, the PPS will set out our grass sport provision and our requirements. Sport England might change their view once they have sight of the new document. The PPS won't be completed until early next year.

Lancashire Football Association: Having spoken to Blackpool Council officers responsible for parks and leisure services I can confirm that Lancashire Football Association would not object to the development proposal. We would however expect that this is subject to payment of a Section 106 sum in contribution [£100,000] towards the development of existing playing pitches and changing facilities, one such venue being Common Edge Playing fields.

Head of Property and Asset Management: I refer to the Independent Financial Viability Appraisal (IFVA) in respect of the Preston New Road proposals and conclude that it was a fair assessment of the value of the site for residential redevelopment. My only comment would be that some of the comparison second hand properties in Swift Close etc. have a value that is compromised by the flooding issues, however, the new prices predicted bear a close relationship to other new properties with the Blackpool area.

PUBLICITY AND REPRESENTATIONS

Press notice published: 06 August 2015

Site notice displayed: 31 July 2015

Neighbours notified: 24 July 2015

Objections received from 26 Catforth Avenue and 19 Devona Avenue:

- The site has historically been a recreation area for Blackpool in an area where elderly residents have no other amenity. The Co-operative which has many members and ex-employees in the area should be considering a socially responsible solution for the site rather than looking at it as a part solution to their self-imposed financial problems.
- Such a development will make the area into a huge faceless, graceless, nameless welcome to what is apparently the third poorest town in the UK rather than being a prestigious fun centre. And the close proximity of the proposed site entrance to Ribchester Avenue will create a dangerous interchange at busy times, particularly for eastbound traffic on the dual carriageway where there is no filter lane. Also the area should have an identifiable centre to give some semblance of character to any development.
- There are plenty of houses available for sale in estate agent windows so another 54 houses is of no benefit to the town other than being an additional council tax cash cow. Have school places and class sizes been considered?
- The area is green historically and if the area is to breathe it should not be turned into concrete jungle especially when the council have so many well supported recycling initiatives in operation.
- These properties will be overlooking my property which will mean I will have a loss of privacy.
- The area has some beautiful trees which border my property, there is also quite a lot of wildlife and birds in the area.
- My property is currently not overlooked and the area is very quiet. 54 dwellings could cause an increase in noise and disturbance.

These issues are addressed in the assessment section of the report.

NATIONAL PLANNING POLICY FRAMEWORK

Paragraph 7 of the NPPF defines “*sustainable development*” and highlights that it has three interrelated dimensions; economic, social and environmental which give rise to the need for the planning system to perform a number of roles:

An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and supports its health, social and cultural well-being; and,

An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

These roles are not to be undertaken in isolation but should be seen as mutually dependent. The NPPF states that “*...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system...*”

Paragraph 14 sets out the presumption in favour of sustainable development for decision-making: *“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 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 as a whole; or,*
- specific policies in this Framework indicate development should be restricted.”*

With regard to housing, paragraph 47 is relevant: To boost significantly the supply of housing, local planning authorities should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;*
- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;*
- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and set out their own approach to housing density to reflect local circumstances.*

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Para 50 To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with*

children, older people, people with disabilities, service families and people wishing to build their own homes);

- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*
- *where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.*

Paragraph 74 regarding health is particularly relevant: Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*

In terms of conserving and enhancing the natural environment, paragraph 109 requires the planning system to contribute to and enhance the natural and local environment by:

- *protecting and enhancing valued landscapes, geological conservation interests and soils;*
- *recognising the wider benefits of ecosystem services;*
- *minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and*
- *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

Paragraph 204 provides guidance on the tests that are necessary before using planning obligations:

Planning obligations should only be sought where they meet all of the following tests:

- *necessary to make the development acceptable in planning terms;*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development.*

Obligations must be fully justified and evidenced. Where affordable housing contributions are being sought, obligations should not prevent development from going forward.

Paragraphs 16 and 26 of the NPPG ('Viability') states:

"Decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. A site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken."

To incentivise the bringing back into use of brownfield sites, local planning authorities should take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Paragraph 19 states:

"In making decisions, the Local Planning Authority will need to understand the impact of planning obligations on the proposal. Where an applicant is able to demonstrate to the satisfaction of the local planning authority that the planning obligation would cause the development to be unviable, the local planning authority should be flexible in seeking obligations. This is particularly relevant for affordable housing contributions which are often the largest single item sought on housing developments. These contributions should not be sought without regard to individual scheme viability. The financial viability of the individual scheme should be carefully considered in line with the principles in this guidance."

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:

- BH1 Neighbourhoods
- BH3 Residential and Visitor Amenity
- BH4 Public Health and Safety
- BH6 New Open Space Provision
- BH7 Playing Fields and Sports Grounds
- BH10 Open Space in New Housing Developments
- BH21 Protection of Community Facilities
- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- LQ3 Layout of Streets and Spaces
- LQ4 Building Design
- LQ5 Public Realm Design
- LQ6 Landscape Design and Biodiversity
- LQ7 Strategic Views
- LQ8 Energy and Resource Conservation
- LQ9 Listed Buildings
- HN4 Windfall Sites
- HN6 Housing Mix
- HN7 Density
- HN8 Affordable and Specialist Needs Housing
- NE10 Flood Risk

AS1 General Development Requirements
SPG 11 Open space requirements

Other relevant documents are:

A Sporting Future for the Playing Fields of England – Policy on planning applications for development on playing fields – Sport England

Blackpool Local Plan and Community Infrastructure Levy Viability Study Report – February 2014

Blackpool Open Space Audit (2009)

Blackpool, Open Space, Sport and Recreation Audit and Position Statement (November 2014)

Blackpool Playing Pitch Strategy (November 2014)

Blackpool Deliverable Five Year Housing Land Supply, 1st April 2015 – 31st March 2020 (April 2015)

Sport England Facilities Costs First Quarter 2015 (2015)

Blackpool Playing Pitch Strategy Stage A Report: Prepare and tailor the approach (Nov 2015)

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was submitted to the Planning Inspectorate in December 2014 and an Inspector conducted an examination of the Core Strategy in May 2015. Consultation has taken place on modifications to the Core Strategy arising from the examination and Inspector is currently considering them. He will then publish his final report on the Core Strategy and the document will be adopted early in 2016.

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 of Development
- CS2 Housing Provision
- CS7 Quality of Design
- CS9 Housing Mix, Density and Standards
- CS12 Sustainable neighbourhoods
- CS14 Affordable Housing
- CS15 Health and Education

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

ASSESSMENT

Principle of the loss of playing field

The majority of the site is allocated as 'Playing Fields and Sports Grounds'. The front element of the site (the social club) is unallocated within the Local Plan, whilst the remainder of the site is allocated as a Playing Field.

Policy BH7 states that development that would result in the loss of existing playing fields and sports grounds will not be permitted unless, proposals are shown to meet at least one of a number of criteria to mitigate this loss. This includes demonstrating that the land is not required to meet other existing or potential future community needs and that its development is supported by the wider community. In addition, the supporting justification for Policy BH7 states that development adversely affecting the quantity or quality of playing field or sports ground provision will only be permitted where there are wider community benefits and the development is supported by the wider community.

Whilst the land is in private ownership, the supporting text to BH7 acknowledges that these still provide an important recreational resource used by the public and so they are protected from inappropriate development. They also serve an important amenity function as open land within the urban area, even where they are not publicly accessible. Development adversely affecting the quantity of playing field provision will only be permitted where there are wider community benefits and the development is supported by the wider community.

To satisfy Policy BH7 an assessment would be needed to show the building and playing fields to be surplus to requirements and that the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Paragraph 74 of the NPPF covers similar ground stating, amongst other things, that existing open space and sports land, including playing fields, should not be built on unless an assessment has been undertaken which has clearly shown the open space or land to be surplus to requirements; or the loss would be replaced by better provision in terms of quantity and quality in a suitable location; or development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

The pitches are currently unplayable, the site is not currently used as playing fields and is not intended to be accessible to the public. Despite the pitches being available for private play until the social club closed in July 2013 (no longer financially viable) they had not been used for several years prior to that.

The Council's current PPS identifies the application site (ID 17 - Co-op Sports Club and Fields) as being in private ownership with no community use, i.e. in accordance with the Sport England definition, the pitches are identified as not being in secured public use. In addition, the PPS only regards the ancillary facilities at the application site as 'average', which in turn fundamentally affects the quality and capacity of existing pitch facilities. The Council's Open Space, Sport and Recreation Audit and Position Statement also recognises the application site facility (0.9 ha) as one of private outdoor playing facilities in the Borough not open to the public, which all together total 9.2 hectares of sports area.

The bowling greens at the application site have not been in use for a number of years, with bowls teams relocating to other greens within the area. To bring the sports facilities at the application site up to modern standards would be expensive and there would be significant and unviable annual

maintenance costs. In any event, bowling greens do not fall within Sport England's definition of playing fields. The previous football clubs using the pitch at the site relocated due to the maintenance costs. There is spare capacity at Stanley Park and Mereside to accommodate any bowling or football teams wanting to set up in the area. Physically restoring the site to playing fields and other sports provision could not be achieved without significant financial outlay which is not viable. The Council's position is that it considers there to be an excess of football pitches in the town and the Council does not have the resources to take over management of additional separate space. There are no proposals by the Council to compulsorily acquire the site to return it to playing fields for public recreation. To bring these facilities up to standard would be expensive and there would be annual maintenance costs. The Council's preference would be for a commuted sum to be used to develop/upgrade current facilities elsewhere.

The PPS states that there is sufficient green space to meet demand for outdoor sports, however the quality is patchy, particularly changing rooms. Bowling is not part of the Strategy and is not included in Sport England's methodology, so should be excluded from the assessment of how much mitigation is required.

The Head of Leisure and Catering Services considers that raising the standards over three or four sites would result in a better uplift in provision (boggy, wet pitches deter teams and loses players). The Preston New Road site is not considered as a viable pitch in any event. He considers it not sensible to invest in the Mereside pitches (five x full size), due to the development of the additional sports facilities as a result of the Whyndyke housing proposal which includes football pitches, a cricket pitch and changing rooms. Common Edge Road is the biggest facility in the southern part of the borough, particularly for senior football and team members will travel the length of the borough to play on a decent pitch. Common Edge Road is in need of investment in the infrastructure and changing rooms. Junior football teams are emerging as a force and Fishers Field (Foxhall juniors) need to relocate for three years due to United Utilities works on their pitch. There is potential for the Common Edge Road facilities to become a Centre of Excellence if the changing facilities can be upgraded with a new kitchen etc. and there is a shortfall of one artificial pitch which the TCG site could fund as an upgrade.

It is considered that the application site is surplus to future playing pitch requirement and the Council's up-to-date strategy and the evidence base on playing pitches and outdoor open spaces, which is being used to inform the emerging development plan, does not point to a need to maintain the application site as playing pitches.

A Local Area of Play (LAP) measuring 100 sq.m. is proposed in the centre of the housing layout, which will be publically accessible for community use. This would help to partially mitigate the loss of the private playing pitches on-site and would sacrifice a sizeable proportion of the site's developable area.

Based on Sport England Facility costs, a sum of £80,000 was originally proposed as mitigation for the loss of the natural turfed senior football pitch, which would ensure that a contribution for off-site affordable housing and potentially other S106 contributions could still be met. Confirmation that the sum was acceptable was received from Blackpool Council Leisure Services. However, following further discussion with the Head of Parks, it was considered preferable to focus the money on the improvement of the Common Edge Road facility towards a Centre of Excellence; and an improved level of contribution of £100,000 would lever in more from the Lancashire Football Association, who crucially supports this approach.

There is a new PPS currently being produced by consultants to inform the next ten years, which it is anticipated will state that there is an excess of poor quality playing field provision. The applicant has agreed to provide a commuted sum to the Council to allow a playing field at Common Edge Road to be replaced with a higher quality one.

In view of the above, it is considered that at least one of the following specific circumstances in 'Planning Policy Statement – A Sporting Future for the Playing Fields of England (Sport England)' applies to the application proposals:

i. *there is a demonstrable excess of playing fields in the catchment and the site has no special significance for sport (exception E1).*

Whilst the building at the front is outside of the open space allocation, Policy BH21 (loss of community facility) is relevant. However, it is in private ownership and has not been in community use for a long time and there is no demand for it in the area.

Housing Issues

In terms of housing land supply, until a point is reached where the Blackpool Local Plan: Part 1 - Core Strategy is adopted and the Council's 1 April 2015 updated housing land supply position is accepted by an Inspector, the development plan must be considered out of date. Where policies of the development plan are out dated or silent, the presumption in favour of sustainable development included within paragraph 14 of the Framework provides that planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This site is in a sustainable location and will contribute to the five year housing land supply.

In terms of Policy HN8 and the requirement for 30% provision of affordable housing, Mereside is already well provided with affordable housing. The Council's preference is for market housing on this site; with any commuted sum raised being used for the provision of affordable housing within the inner areas.

With regard to policies HN6 and BH3, the scheme is for family housing, which would contribute to a more balanced and healthy community. There is a National space standard for new build residential development, which I would expect new development to adhere to, in addition to the relevant parts of "New Homes from Old Places". Contributions towards Education and health provision are currently not required within Blackpool.

Although the proposal is a departure from the Development Plan, the Council does not need to refer the proposal to the Secretary of State for his consideration, as the playing field has not been used by an educational institution within the last five years.

Development Viability

An Independent Financial Viability Appraisal (IFVA) produces a residual land value which, when compared with the viability threshold, produces a positive residual viability figure of circa £350,000 which can be regarded as being available for the provision of affordable housing or other elements of planning gain. No abnormal costs have been included within the assessment due to lack of information at the current stage of the development process and the inclusion of such additional costs will impact upon viability.

Discussions held between the applicant and the Council are 'in confidence' because they can be commercially confidential. The residual appraisal assumptions have been adopted with reference to those which were included within the Blackpool Local Plan and Community Infrastructure Levy Viability Study Report which was produced for Blackpool Council by HDH Planning and Development Ltd and URS February 2014.

The Council's Head of Property and Asset Management broadly agrees with the outcome of the appraisal.

On a development of 54 dwellings, the contribution towards affordable housing of 30% would be in the order of £800,000 if the full contribution was sought (based on the Whyndyke figures of £50,000 contribution per affordable unit). Here, the IFVA shows a residual viability of £350,000, of which £100,000 is allocated to mitigate the issue around playing fields. The developer has offered £162,000 towards affordable housing, which equates to £10,000 per affordable unit and is well below what would normally be expected. However, in view of the marginal viability of the site for residential development in the IFVA, and the financial contributions towards delivering high quality housing and wider community benefits in the area, it is considered that the provision of less than the full 30% contribution to affordable housing is acceptable in this instance.

The site is wholly owned by The Co-Operative Group and is available for development now. The site is suitable as it is situated within the predominantly residential suburb of Marton and is immediately adjacent to well established residential areas to the east, south and west of the site including Ribchester Avenue, Catforth Avenue and Devona Avenue. Thus the development of the site for residential purposes would be in keeping with the existing character of the area. The site is in a sustainable and accessible location with good access to local services, amenities and public transport links.

TCG's Planning Statement and submitted technical documents demonstrate that the development would not result in any adverse impact which would significantly and demonstrably outweigh the benefits of the development. Furthermore, the specific policies of the NPPF do not indicate that the development should be either restricted or refused.

In summary, the land is a suitable site which can accommodate much needed housing. Utilising suitable previously developed sites such as this will reduce the pressure on more sensitive green field sites and Green Belt land in the push to deliver the required level of housing.

The site is achievable for development as could deliver housing within the next five years, which would positively contribute to the Council's current shortfall of housing. There are no physical constraints or limitations which would prevent the site's development and financial contributions in relation to the provision of an upgraded off-site playing pitch and affordable housing (together with abnormals) mean that development of the site is viable. The conclusion is that the site is suitable, available, achievable and viable for housing development.

Design and Amenity

The proposal is for a mix of two and three bedroom terraced, semi-detached or detached dwellings. The majority of the proposed dwellings would be two storeys in height to reflect the prevailing height of the majority of homes in the direct vicinity of the site, which are generally in the region of eight metres in height. The layout as depicted in the illustrative masterplan shares a similar density to the dwellings around the site, with a residential development that is sympathetic to its neighbours in terms of scale and density. The design and schedule of accommodation would be

determined through a Reserved Matters application. It is envisaged that the proposed development would positively contribute towards meeting the residential needs of Blackpool and have a positive impact on the surrounding area in Marton.

In terms of Policy BH10, a Local Area of Play (LAP) measuring 100m² would be centrally located within the development. There would be no provision for older play facilities and a commuted sum towards this could be required additional to the requirement to replace the sports provision. However as a commuted sum of £100,000 is already earmarked for the Common Edge Road facilities, which includes senior football, I feel that there would be more benefit in dedicating the residual money to affordable housing.

Noise - Preston New Road runs directly north of the site, with the rear of an ATS Euromaster car servicing workshop and an HSS hire shop adjacent to the western half of the site's northern boundary. A Noise Impact Assessment (NIA) has been submitted and its findings and recommendations have been used to inform the illustrative layout. The gardens of the road frontage dwellings should be located to the rear (south) of the dwellings to benefit from the screening provided by the dwellings themselves. Road frontage dwellings have been set back circa. 28 metres from the nearside kerb of Preston New Road and, where practicable, gardens are located to the rear (south) of the dwellings. No specific measures are considered necessary for the dwellings located to the rear of the commercial units fronting onto Preston New Road, as no significant noise emissions were noted during the noise survey when the units were noted to be operating as normal.

The ambient noise climate across the application site is primarily associated with road traffic noise. Recommendations for a scheme of sound insulation works have been developed to protect the proposed residential development from the ambient noise climate in accordance with the requirements of the NPPF. If the application was approved, environmental impacts such as dust, noise and general disturbance during construction could be minimised and controlled through a planning condition requiring a Construction Management Plan.

Overlooking/privacy - The scheme can be designed at Reserved Matters stage so that it would have no significant impact on the amenities of the occupiers of neighbouring properties.

Highway Safety

In terms of sustainability and accessibility, this is a medium accessibility location regarding local services, amenities and public transport links and there are a range of key facilities and services within walking distance from the site. This includes include a Morrisons Local supermarket, an Asda Superstore and schools, such as Stanley Primary School; Mereside Primary School; and St Georges Church of England High School. In addition, the major employment areas of Little Marton and Blackpool and Fylde Industrial Estate are also within walking distance of the site. With regard to public transport, eastbound and westbound bus stops are 130 metres to the east of the site access along Preston New Road which are served by Service 16 which links the site to Blackpool town centre via a 30 minute frequency during the weekday.

Access would be taken from Preston New Road using the existing access point in the form of an all movement priority T-junction. The proposals include a widening of this access junction to ensure that two-way vehicle movements are achievable with no risk of vehicles queuing back onto Preston New Road. The proposed access along with a swept path analysis demonstrates two-way movements of a refuse vehicle and car. Visibility to the east and west would be provided within a 4.5 x 90 metre splay which is the recommended standard for this type of junction. Improvement to the Preston New Road / Preston Old Road / Cherry Tree Road North junction, to the west of the

proposed development site is not considered to be necessary to make the proposed development acceptable in planning and highways terms.

Parking and Servicing Arrangements

The total provision for the site is 102 spaces (just short of the two spaces per dwelling standard i.e. should be 108 in total), however there would be cycle parking within the curtilage of the dwellings and the site is on reasonable public transport routes. With regards to internal roadway circulation, the swept path analysis for refuse vehicles, service vehicles and private cars is acceptable.

Other Issues

Ecology and Trees - an ecological desk study was carried out, a walkover survey undertaken, also a Daytime/Night time Bat Survey and an Arboricultural Survey were undertaken. As much of the existing tree/shrub habitat as possible is to be retained and a commitment to increased biodiversity through the use of trees, open space, bat and bird boxes where appropriate is proposed.

As all matters are reserved except access, details of the proposed works are unknown but would be expected to be shown at Reserved Matters (RM) stage. Mitigation measures can be secured by an appropriately worded planning condition(s) which mainly relate to the timing and phasing of works (disturbance of birds etc.). As such there is no conflict with the relevant local and national policies that relate to ecology and/or impact on biodiversity.

Flood Risk and Drainage - The site lies within an area classified as Flood Zone 1, where the risk of flooding from rivers and sea is considered low. Environment Agency guidance dictates for sites more than 1 hectare in Flood Zone 1 or more than 0.5 hectares within a Critical Drainage Area requires a Flood Risk Assessment to support a planning application (submitted), however, the main focus will be on the management of surface water run-off.

In terms of surface water flooding, there is a very low risk identified on the Environment Agency surface water flood maps, however there is an isolated area along the southern boundary at low to medium risk of surface water flooding and is due to the ditch located along the southern boundary. The surface water flood risk is considered low providing that the mitigation measures are carried out upon development. SUDS should be incorporated into the RM design wherever possible. United Utilities recommends a surface water drainage condition. A scheme can be secured by condition to ensure that suitable drainage methods are used so surface water run-off from the site is appropriately controlled. The indicative drainage strategy proposes to connect into combined manhole 7401 at the existing 1050mm combined sewer with flow restricted to 9.1 l/s.

The site can be considered to have a low probability of suffering from any form of flooding, and will not increase the potential for flood risk to other properties within the local catchment area.

Ground Conditions - Records indicate that historically this area comprised brickworks and there might be some contamination associated with this or the adjacent petrol filling station (now redeveloped as industrial/trade warehousing). A Desk Top Study (DTS) has identified potential risks at the site relating to both human health and groundwater resources and recommends these are assessed further through appropriate investigation which should be sufficient to enable development of a remediation strategy for the site, in particular with regards to ground gas generation in areas of the former on-site pond. The DTS recommends further intrusive investigation and assessment (phase 2) to determine the necessary level of remediation that may be required. This would be in the form of a ground investigation (combination of window sampling and trial

pitting (where possible) with the installation of monitoring wells and subsequent groundwater/gas monitoring) to assess both the environmental and geotechnical issues identified within this report.

CONCLUSION

In this instance, whilst policies relating to the retention of playing fields and the strong objection from Sport England would suggest that the proposal should be refused; there are other material considerations, such as the lack of need for this playing field facility; the financial contributions to improving sporting facilities at Common Edge Road; the financial contribution to affordable housing within the Inner Area and the Government's drive to encourage housebuilding that outweigh those objections.

If the Committee is minded to approve the application, the proposal should be deferred and delegated to the Head of Development Management to issue the decision notice subject to the signing of an appropriate S106 agreement.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

The IFVA produces a residual land value which, when compared with the viability threshold, produces a positive residual viability figure which could be for the provision of affordable housing or other elements of planning gain. In this instance, the agreement would allow for a financial contribution of £100,000 in relation to the loss of playing pitch resulting from the proposed development and a contribution of £162,000 towards the provision of affordable housing within the Inner Area. Although the viability sum is in the order of £350,000, the shortfall of £88,000 is taken up with abnormals, which haven't been factored into the equation.

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): 15/0457 which includes the representations referred to in the report and all other information relevant to the application. The file can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Agree in principle and delegate approval to the Head of Development Management

Conditions and Reasons

1. i. Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:
 - Layout
 - Scale
 - Appearance
 - Landscaping

ii. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason i and ii: This is an outline planning permission and these conditions are required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended).

2. No development shall be commenced until detailed site investigation has been carried out in accordance with a written methodology, which shall first have been agreed in writing with the Local Planning Authority. If remediation methods are then considered necessary, a scheme for decontamination of the site shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented and completed prior to the commencement of the development. Any changes to the approved scheme shall be agreed in writing with the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

3. 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.

4. 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.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

5. 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. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016.

6. Prior to commencement of development, a scheme for the provision of open space in the form of a 100 square metres Local Area of Play (LEP), shall be agreed in writing by the Local Planning Authority. Prior to the occupation of the first house on site, the LEP shall be constructed in the form agreed and shall thereafter be maintained and retained.

Reason: In the interest of residential amenity and in accordance with Policies BH3 and BH10 of the Blackpool Local Plan 2001 - 2016.

7. Unless the absence of nesting birds has been confirmed by further surveys or inspections, any removal of vegetation including trees and hedges shall be undertaken outside the nesting bird season [March - August inclusive]. Any removal of vegetation outside the nesting bird season shall be preceded by a pre-clearance check by a licensed ecologist on the day of removal.

Reason: To ensure that there are no adverse effects on the favourable conservation status of birds and to protect the bird population from damaging activities and reduce or remove the impact of development, in accordance with Policy LQ6 of the Blackpool Local Plan 2001 - 2016 and The Wildlife and Countryside Act 1981 (as amended).

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 need 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.

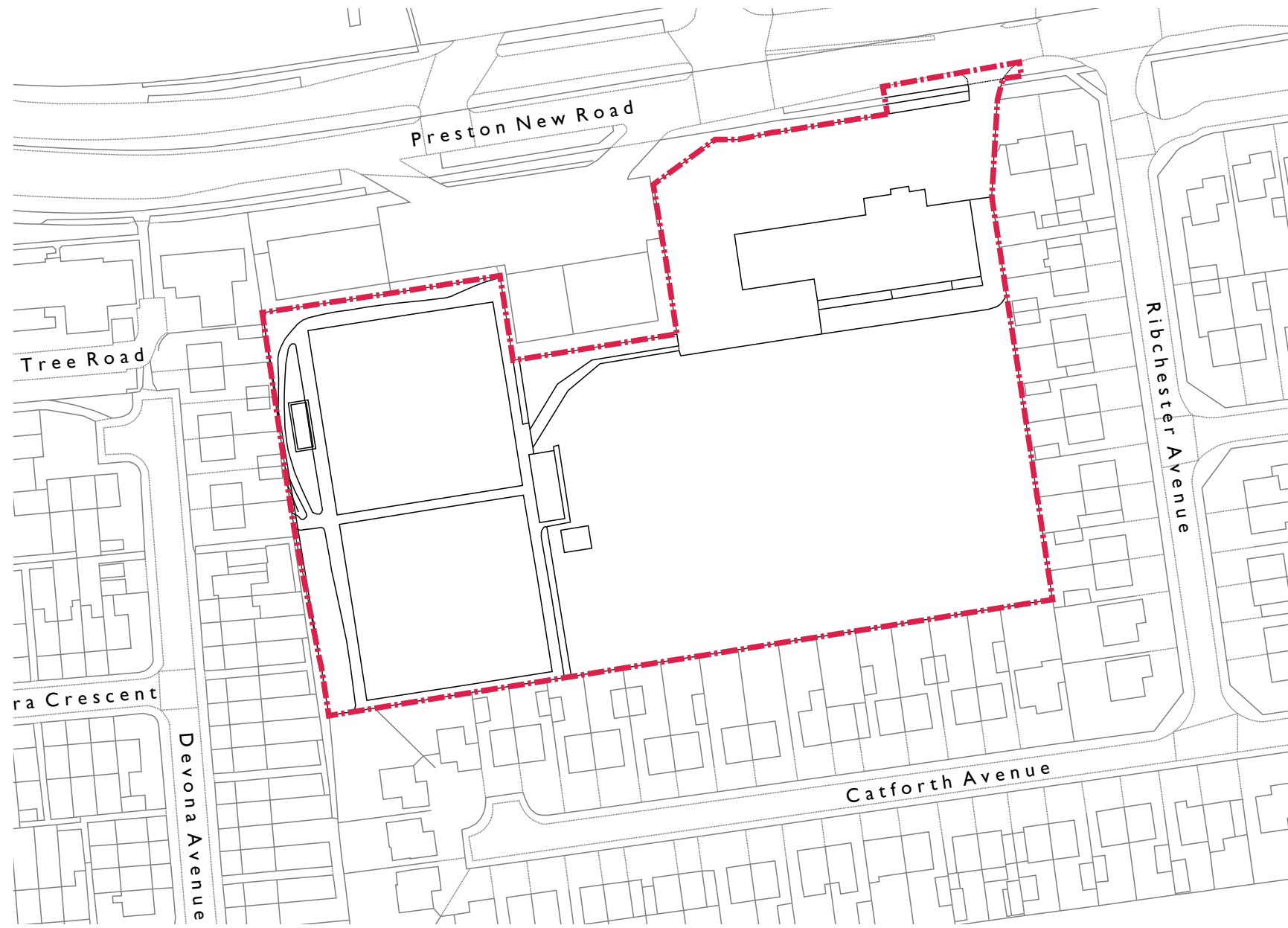


FOR OUTLINE PLANNING



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SITE AERIAL IMAGE (NOT TO SCALE)



SITE LOCATION PLAN 1:1250

NOTES

This drawing to be read in accordance with the specification/Bills of Quantities and related drawings. No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.



Scale bar 50mm at 1:1

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--- SITE BOUNDARY

REV.	DATE	NOTE	BY
A	04.06.15	BOUNDARY LINE AMENDED.	CL

Project
**PROPOSED RESIDENTIAL DEVELOPMENT
 PRESTON NEW ROAD
 BLACKPOOL**

Title
SITE LOCATION PLAN

Scale
 1:1000 @A3

Date
 MARCH 2015

Drawn
 RN

Checked
 CM

Drawing Number
7340_100

Revision
A

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COMMITTEE DATE: [01/12/2015](#)

Application Reference: 15/0625

WARD: Clifton
DATE REGISTERED: 17/09/15
LOCAL PLAN ALLOCATION: Main Industrial / Business Area

APPLICATION TYPE: Full Planning Permission
APPLICANT: Ascent Trampoline Park Limited

PROPOSAL: Use of premises as altered as an indoor trampoline centre within Use Class D2.

LOCATION: UNIT A, PRESTIGE HOUSE, CORNFORD ROAD, BLACKPOOL, FY4 4QQ

Summary of Recommendation: Refuse

CASE OFFICER

Ms Pippa Greenway

INTRODUCTION

This application is being presented to the Planning Committee at the request of Councillor Luke Taylor as Ward Councillor. The reasons for Councillor Luke Taylor's request and his representations are detailed below.

SUMMARY OF RECOMMENDATION

Given the lack of a satisfactory sequential test and the loss of employment land to a D2 use, the principle of the use as a trampoline centre is contrary to the National Planning Policy Framework, Policies DE1 and BH12 of the Blackpool Local Plan 2001-2016 and emerging Policies CS3 and CS4 of the Blackpool Local Plan: Part 1 - Core Strategy Proposed Submission and should be resisted.

SITE DESCRIPTION

Prestige House was separated into a total of five units, several years ago. Units A and A1 have their own separate parking and service yard arrangements while units B, C and D share the current remaining parking and service yard facilities. The application site is limited to unit A and the associated grounds (1.347 Ha.) The site is accessed from the end of Cornford Road, off Clifton Road.

The Clifton Road Estate provides 45.9 hectares of employment land in South Blackpool close to Junction 4 of the M55 motorway. It is divided into two main areas, with generally longstanding industry and business uses west of Ashworth Road and a smaller number of larger employment uses between Ashworth Road and Preston New Road. The Estate enjoys direct access to the M55 motorway via Clifton Road/Ashworth Road and a prominent frontage along Clifton Road and the corner of Clifton Road / Preston New Road.

DETAILS OF PROPOSAL

The proposal is for the use of unit A within the premises as an indoor trampoline centre within Use Class D2. Unit A is currently vacant but was last used as a B8 storage and distribution depot of some 3522 sq. m. In addition to the trampoline park, there would be a reception, briefing area, changing area, cafe with tables and chairs and a toilet block. The trampolines would occupy 80% of the space, the remainder being the ancillaries. The venue would be open to the general public for freestyle sessions, more formal team based sessions and a range of fitness programmes. There would be a restriction on age use to over 5's and group/party bookings would be encouraged. 32 full time equivalent (FTE) staff would be employed and the proposed hours of operation would be: Monday – Thursday 10:00 – 22:00; Friday - Saturday 09:00 – 23:00; Sunday/Bank Holiday 09:00 – 22:00. There would be 56 parking spaces and 10 bicycle spaces.

The application is accompanied by:

- a Planning Statement
- a Marketing Report
- a Travel Plan

MAIN PLANNING ISSUES

The main planning issue is considered to be:

- The principle of the use in this location and the loss of employment land.

This will be discussed in the assessment section of this report.

The proposal is not considered to have any impact on residential amenity or highway safety/parking.

CONSULTATIONS

Head of Transportation: 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 Environmental Services: No adverse comments to make on this application.

PUBLICITY AND REPRESENTATIONS

Press notice published: 24 September 2015

Site notice displayed: 17 September 2015

Neighbours notified: 17 September 2015

No objections 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.

The proposal is supported by Councillor Luke Taylor: "I am writing to ask that the decision of the above planning application be presented and made by the Planning Committee. I understand the unit in question is not intended to be used for leisure facilities. I believe the application, if successful would provide a great area for children of Clifton ward to play and could be an asset to the town. I hope that a decision could be made by the Planning Committee, as I believe this could result in a fantastic facility for the people of Blackpool and in particular, children and youngsters, getting them off the streets in the process."

Montgomery High School, All Hallows Road; Aspire Academy, Blackpool Old Road; South Shore Academy, St. Anne's Road; and St. Mary's High School, St. Walburga's Road support the proposal. In addition, thirty emails of support have been received from residents of the Fylde coast.

NATIONAL PLANNING POLICY FRAMEWORK

A core planning principle is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

At the heart of the NPPF 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 a whole; or
 - specific policies in this Framework indicate development should be restricted.

Chapter 1 is concerned with building a strong, competitive economy:

Chapter 2 of the NPPF : 'Ensuring the vitality of town centres' states that Local Planning Authorities (LPAs) should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. LPAs should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

27) Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.

Chapter 8 of the NPPF is concerned with promoting healthy communities.

70) To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

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:

- LQ1 Lifting the quality of design
- LQ14 Extensions and Alteration
- BH3 Residential and Visitor Amenity
- BH12 Retail Development and Supporting Town Centre Uses
- BH19 Neighbourhood Community Facilities
- DE1 Industrial and business Land Provision (E5 Vicarage Lane / SS Business Park)
- AS1 Parking and access

EMERGING PLANNING POLICY

The Core Strategy Proposed Submission was submitted to the Planning Inspectorate in December 2014 and an Inspector conducted an examination of the Core Strategy in May 2015. Consultation has taken place on modifications to the Core Strategy arising from the examination and the results of this consultation have been forwarded to the Inspector for him to consider. He will then publish his final report on the Core Strategy and the document will be adopted early in 2016.

Blackpool Employment Land Technical Paper 2014 is part of the evidence base for the Core Strategy and provides justification and explanation of the Council's approach to meeting future employment land requirements over the plan period to 2027. There are 13 main industrial/business locations in the town which are safeguarded for employment use in the current Local Plan. These locations amount to 182.1 hectares of land of which 21.6 hectares remained undeveloped at the time the paper was produced. Of these 21.6 hectares it is considered that 11 hectares is reasonably attractive, suitable and available for development and that some may be lost as part of an enabling development scheme giving a total of 17.8 hectares. Based on past take up rates a requirement of 31.5 hectares is identified for the period up to 2027. The document suggests safeguarding the existing employment allocations and recognises the commitment of Fylde to provide 14 hectares of land to meet Blackpool's requirements as part of the Duty to Cooperate (our shortfall is identified as 13.7 hectares).

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 was not considered that the issues raised justified 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:

Policy CS3- Economic Development and Employment- states that sustainable economic development will be promoted to support and grow the local economy to meet employment needs with a focus on safeguarding around 180 hectares of existing industrial/ business land.

Policy CS4- Retail and Other Town Centre Uses.

Policy CS15 - Health and Education, supports development that encourages healthy and active lifestyles and addresses the Council's health priorities.

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

ASSESSMENT

Principle - Loss of employment land

Clifton Road is a long established industrial estate comprising a mix of employment uses and has developed in a piecemeal manner over a period of years. Despite the estate's layout, restricted access, age of premises, and low environmental quality, the estate's occupancy level remains relatively high. The Blackpool Employment Land Study 2013 states the vacancy rate on this estate at 20.9%; compared to the overall total vacancy rate for all of the identified employment sites in the Borough of 19.1%. This is not considered to be unusually high considering the current economic situation and Blackpool's property market in general. The estate remains an appealing location for a range of employment uses wanting to locate within an established estate. It is a defined industrial/business area where longstanding policy has been to retain the area for industrial/business use. The granting of planning permission to permit a substantial widening of non-business/industrial uses would conflict with Policy DE1, which restricts new development of land and premises within the defined industrial estate and does not permit retail uses. The Policy also states specifically that retail or other non-Class B uses will not be permitted. The proposed trampoline centre facility falls within Use Class D2 'Assembly and Leisure' whereas the authorised use of the premises is an industrial use falling within Class B1/B2/B8. The proposal is therefore contrary to Policy DE1 of the Local Plan.

The proposal involves the loss of allocated industrial land and both the Local Plan and emerging Core Strategy policies seek to safeguard Blackpool's existing industrial/business estates of around 180 hectares for employment use given the limited supply of employment land within the town. Evidence of marketing has been submitted by the applicant which states that the whole premises have been vacant for nineteen months, during which time there were no serious offers.

The NPPF states that long term protection of employment sites should be avoided where there is no reasonable prospect of the site being used for that purpose. Given the shortage of available employment land within the town, and the desire of having a range of sites, in terms of size, type and location, protected and kept available for use, the proposal involves the long term loss of a significant amount of floorspace which would set a damaging precedent making it difficult to resist significant other non-employment uses being introduced into designated industrial/business areas. The dearth of industrial land available in Blackpool means that the Council has had to look to the

neighbouring borough of Fylde to allocate an additional 14 hectares of land to meet Blackpool's future employment land needs.

Whilst the proposal could be said to be employment generating (a minimum of 25 full time equivalent staff (FTE) is mentioned in the supporting statement although 32 FTE's are identified on the application form), this argument could be used to justify other inappropriate development eg: retail development and is not in itself justification to permit the loss of Class B employment premises. The existing small gym within the industrial estate was also contrary to planning policy; however, this is much smaller, serves an identified local need, and could be argued to be actually supporting existing employment businesses. Prestige House was separated into a total of five units, several years ago. The landlord has indicated that the unit is too large for modern business, however, there is no indication of whether it was considered suitable for splitting down into further, smaller units. The principle of losing 3522 sq m of floorspace to a Class D2 use is therefore considered unacceptable.

There is a current application within the boundaries of the same site (15/0540 refers) for the erection a single storey building to form two units within Use Classes B1(b,c) B2 and B8 and alterations to existing car parking to provide a total of 51 spaces, cycle/motorcycle parking and turning and servicing facilities. The proposed units would have a total net floor area of 1,049m²/gross floor area of 1,100m². This is a speculative development by the landlord (Henco International Ltd.), who would rent out the spaces to small business users, trade suppliers, small mechanical fabricators and small storage and distribution operators, use classification B1(b,c) B2 and B8. This indicates that there is still interest in this estate and its easy connections to the motorway.

In terms of meeting the criteria set out in Policy BH12 of the Local Plan, the sequential test submitted by the applicant specifies the parameters for the search:

- 20,000 – 40,000 sq ft
- minimum clear height 6m
- concrete floor slab
- parking of one space/three patrons
- minimum 10 year lease due to high capital project cost
- accessible by a range of public and private transport

The statement goes on to say that all buildings within the town centre were looked at during the search for premises and concluded that none met the parameters. Although they do not identify any sites, they state that the scale of the facilities precludes a town centre location. The sequential test concludes that there are no sequentially preferable sites in the town centre or in an edge of centre location which is suitable or viable compared to Clifton Road. I consider that the applicant needs to provide a more detailed analysis of sequentially preferable sites and to include in that analysis the former Syndicate site and the former Apollo site in the town centre.

The conclusion made by the applicant after having discounted the town centre was that the subject property is the only suitable premises within the borough fit for purpose for the intended use. Working out from the town centre, the closest property that met the above criteria was unit A Prestige House. The applicant's conclusion is that there is only one site within the borough which is appropriate for the project and this is it. The applicants consider that if the Council requires a town centre location to be considered, then they are depriving the residents of the borough access to a modern leisure and fitness venue.

There is no longer a requirement for applicants to demonstrate need for development proposals that are in edge or out of centre locations and which are not supported by an up to date development plan. However, the scheme is supported by 30 emails from residents of all areas of the Fylde Coast. Although the letters state that there is a need for a trampoline park, they have limited value as the same comments could easily apply to the town centre or other district centres if the scheme was proposed there.

I do not consider that the sequential test has been satisfied. No impact analysis has been submitted with the proposal, however it is likely that as this is such a specialised leisure use, it will not impact on other leisure facilities within the Borough.

Although the proposal has been considered in the context of a limited sequential test, the proposed trampoline park would set an undesirable precedent for increased town centre uses in 'out of centre' locations and specifically, in allocated industrial business estate locations. This change of use would be contrary to the Council's town centre strategy and make other similar proposals within defined industrial/business areas hard to resist. The proposal would thereby be contrary to Policy BH12 of the Local Plan and Policy CS4 of the emerging Core Strategy.

The site is allocated as business/industrial land and Policy DE1 section c states that development of retail or other non-Class B uses will not be permitted. The limited supply and lack of future development land within Blackpool makes it essential to improve the quality of existing employment sites, in order to improve occupancy levels and the employment offer, and so Policy CS3 also promotes enhancing these sites with opportunities for new development. The supporting text to Policy CS3 recognises that to facilitate site regeneration, redevelopment opportunities which introduce a sustainable mixed-use development including housing will be considered in exceptional circumstances on a small minority of individual sites where this would secure the future industrial/business use of the site. The flexibility provided by this policy in appropriate circumstances aligns with the requirements of the NPPF (and emerging NPPG).

Taking into account all of the above, notwithstanding the lack of an impact assessment or a satisfactory sequential test, the principle of the use as a trampoline centre is contrary to the NPPF, Policies DE1 and BH12 of the Blackpool Local Plan 2001-2016 and emerging Policies CS3 and CS4 of the Core Strategy Proposed Submission and should be resisted.

Design

There would be no significant changes to the building, other than a roller shutter removed and glazing installed instead and some fire doors enlarged and installed for access to the first floor.

Amenity

This would have minimal impact on residential neighbours as it is on an industrial estate and no residential users are within the estate or on the boundaries with this particular building.

Highway Safety

This location has medium accessibility, being located at the far end of the industrial estate and remote from the closest bus stops on Clifton Road (services numbers 15 and 16), but trips associated with a trampoline centre would be higher and different times than a warehouse. The number of parking spaces would be increased from 44 to 56 (including two disability spaces) and there would be 10 cycle spaces. The analysis submitted by the applicant would suggest that the parking provision

is adequate for the proposed use and so, it is not considered that the use would have any significant impact on the highway in terms of safety.

CONCLUSION

The applicant has suggested other material considerations, such as the employment of up to 32 FTE staff (most of whom would be local people), the financial investment in the facility (£75,000) and the bringing back into productive use of a building that has been empty for 19 months and the health benefits that this specific type of facility would bring to local people should outweigh the policy objection to the proposal.

In response, the NPPF and Policy CS15 of the emerging Core Strategy give broad support for development that supports healthy lifestyles, however these potential benefits don't outweigh the loss of employment land in the planning balance, Should permission be granted, the Council could not control the type of activities carried out within the D2 (Assembly and Leisure) use class, nor restrict the user to this particular applicant. Therefore this use could be replaced by a less health related D2 use, if permission was granted.

Taking into account all of the above, the principle of the use as a trampoline park is contrary to the NPPF, Policies DE1 and BH12 of the Blackpool Local Plan 2001-2016 and emerging Policies CS3 and CS4 of the Blackpool Local Plan; Part 1 - Core Strategy Proposed Submission and should be resisted.

Whilst the application premises has been vacant for 19 months, there is speculative interest in building new B Class industrial premises on what is currently car park within the application site. The overriding matters in this case are considered to be shortage of available employment land in Blackpool (demonstrated recently with Fylde Council's commitment to allocate an additional 14 hectares of employment land to meet Blackpool's future needs). Whilst there would be employment opportunities offered, it would make the continued resistance to the loss of other designated employment land much more difficult.

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): 15/0625 and 15/0450 which include the representations referred to in the report and all other information relevant to the application. The files can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.do?action=weeklyList>

Recommended Decision: Refuse

Conditions and Reasons

1. The proposal would result in the loss of safeguarded employment land to a non-employment use which would be contrary to the National Planning Policy Framework and Policy DE1 of the Blackpool Local Plan 2001-2016. It would have a detrimental impact on Blackpool's future employment land supply and the proposed redevelopment does not constitute enabling development to satisfy Policy CS3 of the emerging Core Strategy. Furthermore, Blackpool's employment land constraints are acknowledged in the emerging Fylde Local Plan, which proposes around 14 hectares of employment land in Fylde to help meet Blackpool's future requirement. To allow the release of existing employment land contrary to policy would potentially compromise this joint approach to meeting Blackpool's employment land needs.

2. The proposed development would introduce a leisure (Use Class D2) use outside the town centre or an edge of town centre location where there are considered to be sequentially more preferable site(s) for such development and hence if approved the proposal would undermine the Council's regeneration objectives for the resort and set a precedent making it difficult for the Council to resist future applications for other out of town centre leisure proposals elsewhere in the Borough. With a limited sequential test, the proposal is contrary to Policy BH12 of the Blackpool Local Plan 2001-2016 and the National Planning Policy Framework (Core planning principle 2 'Ensuring the vitality of town centres').

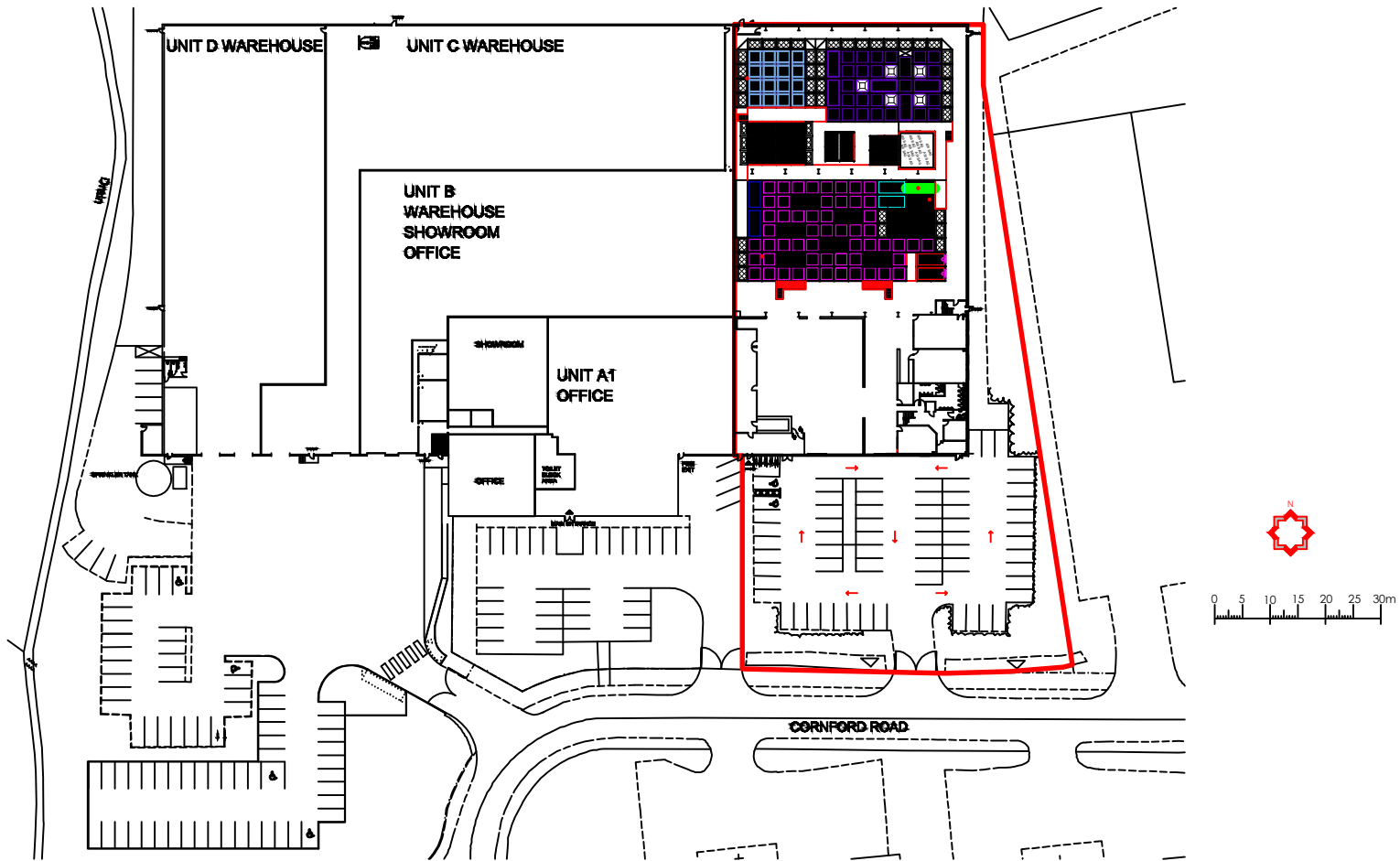
3. **ARTICLE 31 STATEMENT (NATIONAL PLANNING POLICY FRAMEWORK para 187)**

The Local Planning Authority has sought to secure a sustainable development that would improve the economic, social and environmental conditions of Blackpool but in this case there are considered factors which conflict with the National Planning Policy Framework and policies of the Blackpool Local Plan 2001-2016 and emerging Core Strategy, which justify refusal and which cannot be overcome by negotiation.

Advice Notes to Developer

Not applicable

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Title: Site plan	Client: Allan Bowness	Doc. Ref. Ascent/04	Designer: AJ5	Date: 07/09/15	Scale: 1:1250	Sheet Size: A4
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