

# Blackpool Council

22 March 2019

To: Councillors D Coleman, Humphreys, Hutton, Jackson, O'Hara, Robertson BEM, Stansfield and L Williams

The above members are requested to attend the:

## **PLANNING COMMITTEE**

Tuesday, 2 April 2019 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 either

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

and

(2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Head of Democratic Governance in advance of the meeting.

### **2 MINUTES OF THE MEETING HELD ON 5 MARCH 2019** (Pages 1 - 10)

To agree the minutes of the last meeting held on 5 March 2019 as a true and correct record.

### **3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED** (Pages 11 - 14)

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

**4 PLANNING ENFORCEMENT UPDATE REPORT** (Pages 15 - 18)

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

**5 PLANNING APPLICATIONS AND APPEALS PERFORMANCE** (Pages 19 - 22)

To update the Planning Committee of the Council's performance in relation to Government targets.

**6 PLANNING APPLICATION 19/0011 - BROOKEVIEW 516 MIDGELAND ROAD, BLACKPOOL** (Pages 23 - 50)

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 18/0642 - FORMER BAGULEYS SITE, MIDGELAND ROAD, BLACKPOOL** (Pages 51 - 76)

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 19/0056 - 429 -437 PROMENADE, BLACKPOOL** (Pages 77 - 102)

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 19/0127 - 4 MERE ROAD, BLACKPOOL** (Pages 103 - 114)

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

**10 DATE OF NEXT MEETING**

To note the date of the next meeting as Tuesday 30 April 2019.

**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 Governance Adviser, Tel: (01253) 477212, e-mail [bernadette.jarvis@blackpool.gov.uk](mailto:bernadette.jarvis@blackpool.gov.uk)

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### **Present:**

Councillor L Williams (in the Chair)

Councillors

Humphreys  
Hutton

Jackson  
O'Hara

Robertson BEM  
Stansfield

### **In Attendance:**

Mr Lennox Beattie, Executive and Regulatory Support Manager

Mrs Wendy Clarke, Property and Commercial Lawyer

Mr Nick Gerrard, Programme Director

Miss Susan Parker, Senior Planning Officer

Mr Latif Patel, Network Planning and Projects Manager

Mr Mark Shaw, Principal Planning Officer

### **1 DECLARATIONS OF INTEREST**

There were no declarations of interest on this occasion.

### **2 MINUTES OF THE MEETING HELD ON 5 FEBRUARY 2019**

The Planning Committee considered the minutes of the last meeting held on 5 February 2019.

### **Resolved:**

That the minutes of the meeting on the 5 February 2019 be approved and signed by the Chairman as a correct record.

### **3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED**

The Planning Committee considered the report of the Head of Development Management regarding planning appeals lodged and determined. The report outlined the two planning appeals received against the refusal of planning permission in respect of application 18/0169 at 518 Midgeland Road and application 18/0385 land between 15 and 127 Powell Avenue. The Committee was also advised that no appeals had been determined since the last meeting.

### **Resolved:**

To note the report on planning and enforcement appeals lodged and determined

#### **4 PLANNING ENFORCEMENT UPDATE REPORT**

The Committee considered a report detailing the planning enforcement activity undertaken within Blackpool during January 2019.

The report stated that 19 new cases had been registered for investigation, 6 cases had been resolved by negotiation without recourse to formal action and 21 cases had been closed as there was either no breach of planning control found, no action was appropriate or it was not considered expedient to take action.

The report also provided comparative information for the same period last year.

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

#### **PLANNING APPLICATIONS AND APPEALS PERFORMANCE**

Miss Parker, Senior Planner, presented the planning applications and appeals performance report. The Chairman referred to the performance figures against Government targets for the determination of planning applications for December 2018 that showed 100% performance for major development decisions and 100% for minor development decisions. Miss Parker also reported on the performance for the last quarter of 2018, which showed 92% for minor development decisions. One appeal decision had been dealt with in January with the appeal being dismissed.

**Resolved:**

To note the report.

#### **6 PLANNING APPLICATION 19/0083 - THE SANDS VENUE, PALATINE BUILDINGS, PROMENADE, BLACKPOOL**

The Planning Committee considered application 19/0818 for external alterations and erection of a two-storey side extension and a two-storey extension to the roof to create a 3rd and 4th floor and use of the premises as altered to provide a restaurant, hotel reception and museum reception, themed bar at ground floor level, a museum and associated facilities at first floor and hotel accommodation on the upper three floors comprising 91 en-suite bedrooms and suites and associated facilities in the basement, including meeting rooms and a spa and a rooftop plant area at the Sands Venue, Palatine Buildings, Promenade.

Ms Parker, Senior Planner, provided the Committee with an overview of the application and explained that the application was a resubmission of application 18/0818 which had been refused by the Planning Committee on the 5 February 2019. Ms Parker presented an aerial view of the site, site location and layout plans and photographs depicting the setting of the proposed development on the Promenade. Ms Parker reminded members of the outline planning permission that had been granted for a development on the site in April 2016, followed by approval of a reserved matters application in July 2017. Ms Parker highlighted the changes between the approved development and the current proposed

## MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 5 MARCH 2019

development which included a reduction in height of the building, a reduction in the number of bedrooms, the introduction of a museum, the omission of retail use and car parking and the change in colour scheme. Ms Parker highlighted the presentation notably the photographs of the previously approved development and the current proposed development. Ms Parker presented the additional information submitted by the applicant after the submission of the update note and commented that the planning team had only just received this information including samples of materials. There therefore remained a number of questions to be dealt with and while a degree of progress had been made there remained significant issues to be overcome as to the appropriateness of the materials.

Miss Parker reminded members of the social and economic benefits of the scheme and its compliance with Policies CS17 and CS21 of the Core Strategy and Policy LQ4 of the Local Plan which were outlined at the meeting on the 5 February 2019. She referred to the Head of Highways and Traffic Management's concerns and advised that these concerns could be designed out or resolved by imposing conditions on the planning permission, if granted. Ms Parker reported the planning department's view that in common with the previous application there were significant benefits that weighed in favour of the application. However the proposed colour of the materials for the building in view of the location of the site was considered to be in conflict with both national policy and guidance and local policy and as such weighed heavily against the proposal. Ms Parker reported that on balance given the size, prominence and setting of the proposed building in close proximity to the Tower, former Woolworth building and Town Centre Conservation Area, she considered that the disbenefits from the proposed colour scheme and its conflict with national and local policies outweighed the benefits of the development and justified the amended officer recommendation of refusal.

In response to questions from the Planning Committee- Miss Parker reminded members that as a result of the date on which some consultation requests were issued, the earliest date for a decision was the 18 March 2019. Therefore any decision of the Planning Committee would have to be in principle, with the Head of Development Management delegated to issue the decision notice on the expiry of the consultation period subject to there being no objections received.

The applicant, Mr Peter Swann, accompanied by the agent, Mr Marcus Walker, were in attendance. Mr Swann highlighted the samples of materials and the designs submitted. Mr Swann explained that the materials were of high quality and that branding and lighting would soften the black and grey material palette. Mr Swann further explained that in his view a balance had to be sought between the need for a building to blend in with the existing streetscene but also be striking and distinctive. Mr Swann reminded members that the building would house Blackpool's first five star hotel and this required a strong and unique brand identity. Mr Swann expressed a willingness to work with the planning department on a range of issues and highlighted the additional information provided which included examples of materials and artist's renderings of the proposed development.

The Planning Committee considered carefully the evidence submitted by the applicant. It considered that on balance the additional information submitted by the applicant gave the Committee more confidence that the development would be sympathetic to neighbouring listed and locally listed buildings. It considered that on balance there were

## MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 5 MARCH 2019

significant advantages to the application and that with suitable conditions the concerns about the impact of the development could be overcome.

The Committee considered that suitable conditions to include materials, highways works, construction and servicing provisions should be imposed to mitigate any problems and avoid unacceptable impact from the development.

### **Resolved:**

1. That the application be approved in principle, subject to conditions and the issuing of the decision notice be delegated to the Head of Development Management subject to the expiry of the consultation period and no objections being received.
2. That the Head of Development Management be delegated subject to consultation with the Chairman, to agree suitable conditions.

### **Chairman**

(The meeting ended at 6.45 pm)

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



**Application Number 19/0083 - THE SANDS VENUE, PALATINE BUILDINGS, PROMENADE, BLACKPOOL**

External alterations and erection of a two-storey side extension and a two-storey extension to the roof to create a 3rd and 4th floor and use of the premises as altered to provide a restaurant, hotel reception and museum reception, themed bar at ground floor level, a museum and associated facilities at first floor and hotel accommodation on the upper three floors comprising 91 en-suite bedrooms and suites and associated facilities in the basement, including meeting rooms and a spa and a rooftop plant area.  
(Resubmission of application Ref 18/0818)

**Decision:** Grant

**Conditions and Reasons:**

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

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

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

5415-L101 – Existing Site Plan  
5415-FWP-0001 – Existing Basement & Ground Floor Plan  
5415-FWP-0002 – Existing First & Second Floor Plan  
5415-FWP-0003 – Existing Lower & Upper Roof Plan  
5415-FWP-0004 rev P2 – Existing Elevations  
5415-FWP-0010 rev S3 – Proposed Elevations  
5415-FWP-0011 rev P1 – Existing Section  
5415-100 rev P1 – Site Location Plan  
5415-102 rev P2 – Proposed Site Plan  
5415-103 rev P1 – Proposed Basement Level Plan  
5415-104 rev P2 – Proposed Ground Floor Plan  
5415-105 rev P1 – Proposed Level 1 Plan  
5415-106 rev P1 – Proposed Level 2 Plan  
5415-107 rev P1 – Proposed Level 3 Plan  
5415-108 rev P1 – Proposed Level 4 Plan  
5415-109 rev P1 – Proposed Roof Level Plan  
5415-110 rev P1 – Proposed Typical Section  
5415-76 rev P7 – Elevations Sheet 1 – South Elevation  
5415-77 rev P7 – Elevations Sheet 2 – West - Promenade Elevation  
5415-78 rev P7 – Elevations Sheet 3 – North Elevation  
5415-79 rev P7 – Elevations Sheet 4 – East Elevation

The development shall thereafter be retained and maintained in accordance with these approved details.

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

3. The materials to be used on the external faces of the building shall be as follows unless otherwise first submitted to and agreed in writing by the Local Planning Authority prior to the application of any external treatments:

Fascia panels: Anodised (Anolok Black 54B) by United Anodisers, polyester powder coated Interpon D2525 Collection Anodic III (colour Black, Code YN205E)

Vertical supports: Painted Steel column supports, colour Black (RAL 9005)

Cross bars: Painted Steel bracing bars, colour Black (RAL 9005)

Glazing: SGG Securit-toughened Parsol Grey HST outer pane and SGG clear Stadip Protect Planiclear toughened clear-laminated Planitherm ONET inner panes

Glazing frame: polyester powder coated aluminium Kawneer UK AA1100 c.260mm depth in black RAL 9005 (Interpon D2525 (YN603GF)

Fixings: A4 (Grade 316) Stainless Steel

The development shall then proceed in full accordance with these approved details and shall thereafter be retained and maintained as such.

Reason: In the interests of the appearance of the locality, in accordance with the provisions of paragraphs 124 and 127 of NPPF2, Policies LQ1, LQ2, LQ10 and LQ14 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. (a) No rain water goods, soil pipes, vent pipes, equipment or other plant shall be installed on the external elevations of the building.

(b) Prior to the installation of any external plant or equipment on the roof of the building, details of this plant or equipment (to include position, height, materials and appearance) shall be submitted to and agreed in writing by the Local Planning Authority and the installation shall then proceed in full accordance with these approved details.

Reason: In the interests of the appearance and style of the building given its prominent position, in accordance with the revisions of paragraphs 124 and 127 of NPPF2, Policies LQ1, LQ2, LQ10 and LQ14 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. Prior to the installation of any external lighting on the building, full details of an external lighting strategy for both the building and the public landscaped area to the south and east of the building shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting strategy shall then be implemented in full and in full accordance with the approved details before any of

the uses hereby approved are first brought into use and shall thereafter be retained and maintained as such.

Reason. To ensure the site is satisfactorily illuminated in the interests of good design and visual amenity in accordance with paragraphs 124 and 127 of the National Planning Policy Framework, Policies CS6 and CS7 of the Blackpool Local Plan: Part 1 - Core Strategy and Saved Policies LQ1, LQ3, LQ5, LQ6, LQ10, LQ14 and R11 of the Blackpool Local Plan 2001-2016.

6. Prior to the commencement of any external alterations to the building or any external works, a Construction Management Plan shall be submitted to and agreed 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
- means to prevent contamination of land or any surface and sub-surface water bodies from surface-water run-off during construction
- 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 the secure storage of materials and equipment
- 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 public amenity and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. (a) Prior to the commencement of any external alterations to the building or any external works, a scheme for the provision of highway improvement works and the associated Traffic Regulation Orders shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall include the following:

- provision of a drop-off bay to include layout and necessary signage
- provision of a dropped-crossing facility at the service area
- provision of pedestrian ramps at the main entrance
- public realm works to include pavement resurfacing
- provision of any planters or soft landscaping
- changes to existing ground levels
- the provision of street furniture or new structures

- provision of any boundary treatments
- provision of traffic regulation orders
- provision of signage

(b) The highway improvement works and traffic regulation measures agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details before any part of the development hereby approved is first brought into use and those aspects of the scheme within the control of the applicant shall thereafter be retained and maintained as such.

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

Reason: In the interests of the character and function of the area and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027

8. Prior to the commencement of any external alterations to the building or any external works, a Servicing Management Plan for all uses within the whole building, compatible with the highway works and traffic regulation measures required pursuant to condition 7 attached to this permission shall be submitted to and agreed in writing by the Local Planning Authority and the development hereby approved shall thereafter operate in full accordance with this agreed Servicing Management Plan.

Reason: In the interests of the character and function of the area and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. Prior to the commencement of any external alterations to the building or any external works, a Valet Parking Management Plan, compatible with the highway works and traffic regulation measures required pursuant to condition 7 attached to this permission, shall be submitted to and agreed in writing by the Local Planning Authority and the development hereby approved shall thereafter operate in full accordance with this agreed Valet Parking Management Plan.

Reason: In the interests of the character and function of the area and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

10. (a) Prior to the development proposed being first brought into use, a detailed travel plan shall be submitted to the Local Planning Authority for written approval. The 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.

(b) The approved travel plan shall subsequently be implemented in accordance with the timetable therein and shall continue to be implemented as long as any part of the development is occupied and operational.

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 paragraph 36 of the National Planning Policy Framework and Policy AS1 of the Blackpool Local Plan 2001 – 2016.

11. Not less than 28 days prior to any construction equipment that would exceed the maximum height of the building being brought onto the site, Blackpool Airport and the Local Planning Authority shall be notified of such in writing.

Reason: In the interest of aerodrome safeguarding and in accordance with Policy AS7 of the Blackpool Local Plan 2001 - 2016.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), the building shall be used in accordance with the uses identified on the plans approved under condition 2 of this permission as shown on those plans and for no other purposes.

Reason: In order for the Local Planning Authority to retain long-term control over the use of the building in the interests of the character and function of this section of the Promenade in accordance with the provisions of Policies RR11 and LQ1 of the Blackpool Local Plan 2001-2016 and Policies CS1, CS4, CS7 and CS21 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

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<b>Report to:</b>	<b>PLANNING COMMITTEE</b>
<b>Relevant Officer:</b>	Gary Johnston, Head of Development Management
<b>Date of Meeting</b>	2 April 2019

## PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

### 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 The relevant Council Priority is 'The Economy: maximising growth and opportunity across Blackpool'

**5.0 Background Information**

**5.1 Planning/Enforcement Appeals Lodged**

5.1.1 **Blackpool Music Academy, Blackpool Music School, 420 Waterloo Road, Blackpool FY4 4BL (Application reference: 18/0436).**

5.1.2 An appeal has been lodged against the decision of the Council to refuse planning permission for the erection of a two storey rear extension and formation of vehicle crossing to Waterloo Road.

**5.3 Planning/Enforcement Appeals Determined**

5.3.1 None

5.4 Does the information submitted include any exempt information? No

**5.5 List of Appendices:**

5.6 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:**

2 April 2019

## PLANNING ENFORCEMENT UPDATE

### 1.0 Purpose of the report:

1.1 The Committee is requested to consider the summary of planning enforcement activity within Blackpool during February 2019.

### 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 its 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:

Not applicable. The report is for noting only.

### 4.0 Council Priority:

4.1 The relevant Council Priority is 'The Economy: maximising growth and opportunity across Blackpool.'

## 5.0 Background Information

### 5.1 Cases

#### 5.2 New cases

In total, 41 new cases were registered for investigation, compared to 49 received in February 2018.

#### 5.3 Resolved cases

In February 2019, 10 cases were resolved by negotiation without recourse to formal action, compared with 16 in February 2018.

#### 5.4 Closed cases

In total, 13 cases were closed during the month (54 in February 2018). 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.

#### 5.5 Formal enforcement notices / s215 notices / Breach of Condition Notices / Community Protection Notices

- One enforcement notice authorised in February 2019 (none in February 2018);
- No s215 notices authorised in February 2019 (two in February 2018);
- No Breach of Condition notices authorised in February 2019 (none in February 2018).
  
- No enforcement notices served in February 2019 (none in February 2018);
- No s215 notices served in February 2019 (none in February 2018);
- No Breach of Condition notices served in February 2019 (none in February 2018);
- No Community Protection Notices served in February 2019 (none in February 2018);
- One Temporary Stop Notice served in February 2019 (none in February 2018).

#### Notices authorised in February 2019

Reference	Address	Case	Dates
17/8562	124 READS AVENUE	Unauthorised material change of use of the property from holiday accommodation to five self-contained permanent flats and one non self-contained permanent flat.	Enforcement notice authorised 28/02/2019

**Notices issued in February 2019**

<b>Reference</b>	<b>Address</b>	<b>Case</b>	<b>Dates</b>
19/8007	LAND ADJACENT DERRYIN, SCHOOL ROAD	(i) Without the grant of planning permission, the making of a material change in the use of the land to a use of stationing caravans for residential use on it; (ii) Without the grant of planning permission, the carrying out of unauthorised development and engineering operations, namely the laying of hard-core on the land.	Temporary Stop Notice issued 12/03/2019

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

<b>Report to:</b>	<b>PLANNING COMMITTEE</b>
<b>Relevant Officer :</b>	Gary Johnston - Head of Development Management
<b>Date of Meeting:</b>	2 April 2019

## PLANNING APPLICATIONS AND APPEALS PERFORMANCE

### 1.0 Purpose of the report:

1.1 To update members of Planning Committee of the Council's performance in relation to Government targets.

### 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 current performance.

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:

None the report is for information only.

### 4.0 Council Priority:

4.1 The relevant Council Priority is both

- "The economy: Maximising growth and opportunity across Blackpool"
- "Communities: Creating stronger communities and increasing resilience"

### 5.0 Background Information

5.1 Members of the Planning Committee will be aware that the Government has set targets for the determination of major and minor category planning applications and major and minor category appeals.

These are speed and quality of decision targets and are currently:

**Speed of major development decisions** – 60% within 13 weeks or an agreed Extension of Time – for the period October 2016 to September 2018

**Speed of minor development decisions** – 70% within 8 weeks or an agreed Extension of Time – for the period October 2016 to September 2018

**Quality of major development decisions** – Loss of more than 10% of appeals – for the period April 2016 – March 2018

**Quality of minor development decisions** – Loss of more than 10% of appeals – for the period April 2016 – March 2018

Figures are submitted quarterly to the Ministry of Communities and Local Government. Performance for January 2019 is shown below as is the performance for the third quarter – October 2018 to December 2018

The last full year performance figures for applications (1 January 2018 – 31 December 2018) were:

**Majors 95% within 13 weeks or an agreed extension of time (target 60%)**  
**Minors 96% within 8 weeks or an agreed extension of time (target 70%)**

In terms of the assessment period (October 2016 – September 2018) performance at the end of September 2018 for the full two year period was:

**Majors 91% within 13 weeks or an agreed extension of time (target 60%)**  
**Minors 92% within 8 weeks or an agreed extension of time (target 70%)**

In terms of appeals for the period April 2016 – March 2018:

**There were 28 decisions of which six non-major appeals were lost (21% of the total appeal decisions) NB There were no major appeal decisions.**

	<b>Government Target</b>	<b>Performance February 2019</b>	<b>Performance October - December 2018</b>
<b>Major development decisions</b>	>60%	100%	100%
<b>Minor development decisions</b>	>70%	100%	92%
<b>Quality of major development decisions</b>	<10%	none	none
<b>Quality of Non-major development decisions</b>	<10%	No appeal decisions in February	No appeal decisions in the quarter



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 Performance is influenced by staffing numbers, sickness and leave.

**8.0 Equalities considerations:**

8.1 None

**9.0 Financial considerations:**

9.1 Poor performance puts the Council at risk of designation and the potential for loss of fee income.

**10.0 Risk management considerations:**

10.1 Under resourcing the service could lead to inability to respond to peaks in workload.

**11.0 Ethical considerations:**

11.1 None

**12.0 Internal/ External Consultation undertaken:**

12.1 Not applicable

**13.0 Background Papers**

13.1 None

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**COMMITTEE DATE:** 02/04/2019

**Application Reference:** 19/0011

WARD: Stanley  
DATE REGISTERED: 08/01/19  
LOCAL PLAN ALLOCATION: Countryside Area

APPLICATION TYPE: Full Planning Permission  
APPLICANT: Mr Russell Holland

**PROPOSAL:** Use of land as a travelling showperson's site for up to five caravans (three static caravans and two tourers), gravelled driveway and parking areas and erection of new boundary fences (on boundary with 518 Midgeland Road)

**LOCATION:** BROOKEVIEW 516 MIDGELAND ROAD, BLACKPOOL, FY4 5ED

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**Summary of Recommendation:** Grant Permission

## **CASE OFFICER**

Mr G. Johnston

## **BLACKPOOL COUNCIL PLAN 2015 -2020**

This application accords with **Priority one of the Plan** - The economy: Maximising growth and opportunity across Blackpool and **Priority two of the Plan** - Communities: Creating stronger communities and increasing resilience.

## **SUMMARY OF RECOMMENDATION**

This application raises a number of issues –

- The Council has a need to provide five sites for travelling showpeople, including the applicant and his family
- The Council has identified land in its ownership which may be appropriate for travellers and travelling showpeople at Faraday Way at the northern end of the town. The sites proposed have been subject to informal consultation and have attracted representations. Until sites are formally allocated Policy CS16 of the Core Strategy is to be used to assess the suitability of proposed sites for travellers and travelling showpeople.
- The application site is within Marton Moss where there is a restrictive policy regarding new development (Policy CS26).
- The application site is within the area for which a Neighbourhood Plan is to be prepared.

- The application site is within a recently designated Conservation Area.
- The applicant and his family have occupied another site on Marton Moss for some time without causing any issues.
- The applicant has been looking for a site for some time.
- The application site is subject to an Enforcement Notice dating from 1993 which sought to secure the removal of a caravan from the site and in 1999 an application to use the site as a cat sanctuary with an associated residential caravan was refused (99/0534 refers).

There a number of tensions between these issues. On the one hand there is the need to provide sites and this has gone through a robust assessment process and forms part of the evidence base of the Blackpool Local Plan Part 1 Core Strategy 2012-2027. The applicant and his family are part of the identified need in that assessment and hence this weighs heavily in favour of the application. On the other hand is Policy CS26 of the Blackpool Local Plan Part 1 Core Strategy 2012-2027, the proposed Neighbourhood Plan and the Conservation Area designation which all have a restrictive approach to development which weigh against the proposal. Added to the mix is planning history of the application site and the requirements of Policy CS16 of the Blackpool Local Plan Part 1 Core Strategy 2012-2027.

Considering the planning balance it is considered that the need to provide sites for travelling showpeople and the lack of alternative sites at the present time outweigh the conflict with Policy CS26 and elements of Policy CS16 and hence the application is recommended for approval subject to a number of conditions.

## **INTRODUCTION**

The applicant and his family have been occupying a site within the Marton Moss area for a number of years without causing any issues but they have had no security of tenure and hence have been actively looking for an alternative site during this time. This has involved discussions with officers of this Council and also at Fylde Borough Council. Their need for a site has featured as part of the Blackpool Wyre and Fylde Gypsy and Traveller Accommodation Assessment which forms part of the evidence base for the Blackpool Local Plan Part 1 Core Strategy 2012-2027 which was adopted in January 2016. In the draft Part 2 of the Blackpool Local Plan – Site Allocations and Development Management Policies the need for the provision of sites for travellers and travelling showpeople is set out (pages 8-12 of the document). The Council needs to provide five sites with a site equating to 0.04 hectare.

The applicant is a member of the Showmen’s Guild and operates bouncy castles at fairs across the Fylde Coast during the summer months. The applicant has owned the application site since early 2018 but only moved onto the site in December 2018 due to issues with the previous site and in the belief that this action was consistent with the provisions of the Caravan Sites and Control of Development Act 1960 (as amended).

## **SITE DESCRIPTION**

The application site is a rectangular plot of land on the western side of Midgeland Road. It is on the section of Midgeland Road between School Road and Division Lane which is now effectively a cul-de-sac. The site has a frontage of some 18 metres and a depth of some 80 metres (some 0.14 hectare) There is a hedgerow along the site frontage and part hedging/part fencing to the side and rear boundaries. There are effectively four parts to the site - immediately to the rear of the frontage hedge is an area for visitor parking, then there is an area containing some trees, a small pond and some dilapidated sheds which are to be removed, beyond this in the centre of the site is a hard surfaced area with the final area extending to the rear boundary being a grassed area. To the north is a bungalow with a side and rear garden beyond which is a paddock area. To the south is the access to a commercial garage which is currently subject to an appeal in relation to the erection of a freestanding building at the rear of the existing garage. Beyond that is a bungalow set on a smaller plot of land. On the eastern side of Midgeland Road is residential properties interspersed with open areas of land. The application site is within the area for which a Neighbourhood Plan is to be prepared and is also within the recently designated Marton Moss Conservation Area.

## **DETAILS OF THE PROPOSAL**

The application seeks planning permission for three static caravans and two touring caravans together with vehicle storage, car parking and landscaping. The three static caravans would be occupied by Mr and Mrs Holland, Mr and Mrs Holland's son and his wife and Mr and Mrs Holland's daughter. The two touring caravans would be used during the summer months when the applicant and his family operate bouncy castles at the various fairs across the Fylde coast. Two of the static caravans and one tourer occupy the hard surfaced area in the middle of the site with the third static to be sited on part of the grassed area to the rear of the site and the other tourer to be sited on part of the land at the front of the site with a new hedgerow to be planted between the tourer and the frontage of the site. Vehicle storage and car parking would be provided towards the rear of the site.

## **MAIN PLANNING ISSUES**

The main planning issues are considered to be:

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

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

## **CONSULTATIONS**

**Head of Highways and Traffic Management:** has objected as the site is not in a sustainable location, particularly in relation to public transport, shopping and other facilities. Although there are some limited facilities in the area, he considers that the majority of journeys would be by car and is concerned that piecemeal development of this or various other parts of the Moss would lead to an excess of traffic on unsuitable roads with poor connections to more major roads.

**Built Heritage Manager:** No comments received at the time of writing this report. Any comments received will be reported in the update note.

## **PUBLICITY AND REPRESENTATIONS**

Press notice published: 17 January 2019

Site notice displayed: 10 January 2019

Neighbours notified: 8 January 2019

Comments including primarily objections to the proposal have been received from:

### **Mr and Mrs Garner, 560 Midgeland Road, Blackpool**

This site does not seem to be consistent with the plans put forward.

It is not in keeping with the area by any means and there are already two traveller/gypsy/showmen sites within a short distance on the same road. Are this family members of the showmans guild? Or will it come under caravan licensing requirements?

There are other sites within a short distance also. Most of which have destroyed trees bushes and hedges which affects the surrounding wildlife and is ruining the rural aspect of the area. The application states 1 van and 7 cars but this site houses at least four or more commercial looking transit vans permanently and other trucks adding an uncharacteristic look and unwanted heavy traffic load. If this disregard is shown during a planning application what will it be like afterwards!!!! It is well known that travellers/gypsies/showmen live different lifestyles and that's great for them to keep their heritage but not in the middle of a quaint area kept that way by the residents and the respect of the people who dog walk or horse ride in the area. Also imposing it on neighbours who have moved to a rural area to enjoy the tranquil surroundings. Building applications have recently been turned down in this area so it would then be unfair and improper to allow such an overcrowded development on such a small piece of land, you would not allow it if it was brick built houses and the regulations would be strict, so this has to be treated the same, not one rule for one and one for another when it is in the middle of a residential area. The fact that the value of our properties and the surrounding area is not taken into consideration is disrespectful to us as council tax payers. Blackpool Council say are in the process of finding land for travellers so these areas should be allocated rather than them being allowed to pitch up where they want. Please listen to the residents who are passionate about the moss and preserving the nature of it.

**Mr Graham Baker Glenoe, St Nicholas Road, Marton Moss, Blackpool**

I live very close to this site and agree with all the other comments made. The people applying for this retrospective planning permission have shown a complete disregard for the system already and are likely to continue to do so after permission with any restrictions is granted. Please register my objection.

**Mrs Elaine Warhurst, Acre Mead, Chapel Road, Blackpool**

I strongly object to this application because it is totally out of the tradition for the area. Martin Moss has always been known for horticulture and we have lost so much of our green fields already. Once it's gone it is gone forever.

**Mrs Lesley McNicholas, 550 Midgeland Road, Marton, Blackpool**

The fact that the applicants have already moved onto the site shows a total disregard for planning consent. I can only hope that Blackpool Council will do the right thing and reject the retrospective application. The nature of our environment will change from the quiet country lane that we all moved here to enjoy, a precedent will have been set should it be approved.

**Mr Dave Curwood, Acre Mead Chapel Road, Blackpool**

- 1, This application is totally out of character in this lovely semi-rural area.
- 2, Also this type of application has a poor reputation of (compliance over time) to the approved use.
- 3, The word showperson seems to infer it will only be used for two or three weeks a year, of which I am very sceptical.

**Mr Paul Hargreaves, Leamington House, Worthington Rd, Blackpool**

There are already three known Gypsy/Traveller sites within half a mile of this site. 411 Midgeland Rd, 39 School Rd and Old Bird Farm Kitty Lane, there may well be others. In every instance the process employed shows a blatant disregard for the legitimate procedure.

1. Arrive unannounced.
2. Use heavy machinery to uproot existing grass, shrubs and trees.
3. Replace those natural surfaces with tarmac/concrete.
4. Install numerous mobile homes/caravans/commercial vehicles and cars
5. Submit a retrospective application for planning permission.

It would appear that Gypsies/Travellers/Showpersons employ this process because experience leads them to believe that Blackpool Council will give them preferential treatment because of their 'special status'. The views, opinions and genuinely expressed concerns and objections of existing Marton Moss residents appear to carry little or no weight. Blackpool Council can now demonstrate its commitment to fair and ethical judgement based upon the needs and wishes of the existing residents and not just the needs and wishes of 'special status' groups. I oppose this application.

**Mr Harry Feeney, 322 Common Edge Road, Blackpool**

I am totally against this planning application and although I sympathise with the applicant's need for a better place to live, things need to be done in a legal and proper way and take the feelings of next door neighbours already experiencing problems so early in the day.

You have a duty to the people who live on Midgeland Road who moved to a tranquil area to enjoy their homes like many have done for years. They will all lose value on the investment they have made if you allow this planning application to go through.

Why do you not allocate some Council land to the applicants so they can apply for legal permission and get on with the work and lifestyle they desire.

Put yourselves in the place of all the people living in the area and see what you would feel like!

**Mr Austin Young, 421 Midgeland Road, Blackpool**

We had been searching for our dream home for nearly 10 years and have been living here for 3 years now. We spent a lot of time and money making sure this was where we wanted to settle. The site in question is directly opposite the entrance to our land. The travelling show people have moved on to the site without any kind of permission and have sited two static caravans/chalets and a mobile caravan. They are also living in them. If we wanted to do this we wouldn't be able to. They have then retrospectively applied for planning permission. Reasons for our objection. Out of character with the area. We understand the land was of an agricultural/horticultural nature. Will all the hard standing lead to flooding? Planning applied for doesn't seem to be small scale and could easily set a precedent for similar developments. Already several sites in the area including one on the opposite side of the road. Site doesn't look big enough to site all caravans, tourers, cars, trucks etc. Increased traffic on the quiet lane. There must be other sites in Blackpool more suitable. Too many people going to be living there. Seems to be contradictory to Blackpool Plans.

Questions

Do they pay council tax? We have recently built a property development and we know probably more than most the amount of time, money and complexity to get a connection to the drainage system (at least 12 months) Is there any drainage on the site and is there a health hazard? How do they get electric, gas, water etc without first getting planning permission? Surely this should have been done before they moved on the land?

**Mr E Bate, 433 Midgeland Road, Blackpool**

I write to object to the planning application reference 19/0011. We live at 433 Midgeland road directly opposite to the proposed development to use land as a travelling/show persons site for up to three static homes and two caravans. We purchased our home in June 2015, since this date we have invested a large amount of money in renovating our home. All renovations that we have done have been done in a legal way and in keeping with the rural area we live in. We chose to purchase and renovate our property knowing it to be a tranquil and rural area. We own horses and livestock so this area appealed to my family.



Why do we object ?

Looking at Blackpool Council plans for a traveller/show person site it clearly states that sites must have one acre to give adequate space between each caravan/chalet. The land in question is not one acre and thus doesn't meet your own regulations. Two static homes have already been sited without planning permission. Open fires have been lit giving off thick black toxic smoke blowing directly over our property, I personally reported one fire to Blackpool Council because the smoke and smell was so bad I had to remove my children from our property. We had to bring our horses in from the field closing them into their stable in the middle of the day. Points 2 and 3 give a clear indication that the land owner at said property have no respect for laws, regulations and neighbours. The static homes that have already been sited (without permission) are visually over bearing as are the many heavy goods vehicles that have also been parked on the site. They are all in full view when we look out of our front bay window and open our front door.

These static homes, caravans and heavy goods vehicles clearly bring down the value of all the properties in the area, properties that home owners have worked all their lives to own, in some cases dream homes. The site is clearly not in keeping with properties on Midgeland Road.

My biggest concern is that if this application were granted what would follow. Most properties in the area have substantial land so would they all start siting static homes and caravans? It could start a trend and before long the area would be completely devaluated. I sit on two acres of land and I can tell you if this application is granted I would certainly consider siting static homes. This area is well known for being a green belt land area rightly so with a restriction on house building. The area is known for housing market gardens, horse grazing areas and paddocks. Caravan sites are completely out of keeping of this green belt area. Since the closure of the moss road Midgeland Road has been made into a cul-de-sac in order to stop the fast flow of traffic on this rural country road. I feel that if this application was to be granted further applications would follow again increasing traffic causing hazardous conditions for dog walkers and horse riders and pedestrians. If this application were to be granted it would significantly detract from the open and rural character of the lane, to damaging effect.

Other observations of concern

Gas bottles that are powering these static homes are in clear view to anybody passing and are unprotected. Surely this is a safety hazard. I haven't looked into it in great detail but I do intend to. I work on building sites for a living and I am aware that there are laws when using these gas bottles. Businesses have to abide by laws so surely travellers and show people should also. Where is the human waste going? Have the owners of said site met all regulations? Again I do intend to investigate this matter further. Please do not approve this application.

**Mrs Margaret Shiers, Whiteacre, Sandy Lane, Blackpool**

For 40 years the Council has objected to planning applications from Moss residents, majority of the applications were from people working and living in the area. How come now it is acceptable for new applications for unrelated habitations is being considered. As the area is no longer considered countryside, the Council needs to make clear what development is going to be allowed on the land around here. With many people having desires for a plot of land, who knows what developments are going to be applied for next.

**Mr Harry Stead, 202 Midgeland Road, Blackpool**

As a long term resident of Midgeland Road I feel that there is an overdevelopment of this area already and quite sufficient traveller sites already in existence in the proximity. I feel strongly that any further extension of the number of sites of the type being applied for would only be detrimental to the area as a whole and therefore wish to register my objection.

**Mr Stephen Woodhouse, Long Acre, School Road, Blackpool**

Whilst I have some sympathy for the plight of these people, if they had gone through the planning process which everyone else has to, they would have found that the Council has a plan to allocate land for "showpeople" in the Local plan.

Policy CS16: Traveller Sites

1. The target for new permanent and transit pitches and plots will be set out in the Blackpool Local Plan Part 2: Site Allocations and Development Management document, according to the most recent Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment agreed by the Council.

2. The following criteria will be used to guide land supply allocations and to provide the basis for determining planning applications that may come forward. Proposed sites should meet all the following criteria.

A traveller site must:

- a. Be suitable in that it provides a good living environment for residents, including access to essential infrastructure and services and does not cause an unacceptable environmental impact;
- b. Be appropriately located taking into account surrounding uses, with preference given to sites being located on brownfield land;
- c. Not cause demonstrable harm to the quality, character and appearance of the landscape taking account of the cumulative impact of other authorised sites in the vicinity;
- d. Be of a size and scale appropriate to the size and density of the local settled community;
- e. Have good access to transport links, public transport and be close to shops, schools, jobs, health and local services and other community facilities;
- f. Have safe and convenient vehicular and pedestrian access from the highway and provide adequate space for the provision of parking, turning, servicing, storage and land for associated livestock where appropriate.

All of the above should have been heard prior to the establishment of the site. By not going through the process they have deprived the local residents of their right to comment before a site is established.

**Mr Philip Shevloff, Rose Cottage, Chapel Road, Blackpool**

In no this application should be passed as it seems very unfair to continue giving the travellers permission to do as they wish, as we all now once planning is approved they will never conform to it, it will just end up being an eyesore with multitudes of Caravans and Vehicles.

**Mr David Buckley, 15 Stockydale Road, Marton, Blackpool**

In my opinion there are already enough traveller sites in our area. To have a concentration of them in such an area is totally unfair to the residents. As for the effect on their property values, this is grossly unfair !! .. I feel sure if it was in your back yard it would be a different story !

**Mr and Mrs Joyce, 512 Midgeland Road, Blackpool**

We live adjacent to the proposed development to use the land as a travelling showpersons site for up to 5 caravans. We purchased this property February 2017 and spent 12 months renovating and investing a substantial amount of money doing so. One of the benefits of living on the Moss was the tranquil rural area. Living on the Moss all my life and a Horse owner this road appealed to myself and my husband.

Herein are our comments and objections relating to this planning application:

- 1) Looking at the Blackpool Plans for a Travellers/Show persons site it states that the site needs to be above one acre to give adequate space between each caravan/chalet. The land in questions is smaller than 1 acre and too small to house caravans,
- 2) Some Caravans/Rather large Chalet has already been placed prior to planning application even being made.
- 3) Where the chalet has been placed it is visually overbearing and too close to our boundary. Having caravans placed on this land would be totally out of keeping with the neighbouring properties which are mainly detached bungalows with surrounding gardens and land for grazing.
- 4) Approving this application would invite other applicants with land to do exactly the same. I would like nothing more than to have my elderly parents live with us in a chalet on our land, but we would not get permission granted.
- 5) The land on Marton Moss has previously been used as market gardens, paddocks and grazing for horses, and has been known for many years as Green belt land.
- 6) Midgeland Road has been a cul-de-sac for a few years now, this was done to reduce the amount of fast traffic on this country road. Giving permission would only increase the traffic yet again and create a safety hazard for Dog Walkers and Horse Riders.
- 7) This application would significantly detract from the open rural character of the lane and set a damaging precedent.

Therefore we ask that Blackpool Council refuse this planning application and let us keep the rural character of Marton Moss.

**Mr and Mrs Rivett, 518 Midgeland Road, Blackpool**

We live adjacent to the land being proposed to be used as a travelling showpersons site. We live at 518 Midgeland Road. We would like to put forward some comments relating to this. We have lived in this location for two years. The main reason for relocating here was to live somewhere quiet and peaceful for our son who is deaf and autistic. Being a cochlear implant and hearing aid wearer it is important we reduce any noise and disturbance for him to limit the amount of stress caused. He will live with us for longer than a typical teenager. The Moss was an ideal place for us to settle into our forever home as it is known for its tranquil and rural setting.

We do not think the proposed plans for the site of 516 are of in keeping with the current area. The area features heavily with large detached bungalows and houses surrounded by gardens with driveways. The two static caravans already situated on the site look imposing. A third static home, from the plans seen to be even further forward towards the road, would be far too over bearing for the size of the land. We also wonder about the amount of people to be living there. This will undoubtedly cause an increase in noise, disturbance and vehicles, impacting on the quiet nature of the road. It is used often by horse riders and dog walkers on many occasions because of this quiet nature.

In the plans, it shows and states that the drains from the proposed site have been connected to the main drain situated under our land. We were not aware of this until our drains began blocking. The main drain has only been designed for the use of one dwelling. Having more than that amount of waste using the drain will continue to cause it to block. This has happened twice already in the last three months. Our last point is that in the application the proposed site is to be entered from Midgeland Road by crossing the end of our drive way. There is no right of way in place for this. The area in question is already in disrepair. Having an increased volume of vehicles using it will cause it to deteriorate even more making it difficult to be driven on at all. Please do not hesitate to contact us should you like to discuss any of these points further.

**Mr Peter Steeden, Parklands, Chapel Road, Blackpool**

Whilst I am sympathetic to the applicant's situation, being aware that the location on Dickies Lane is far from ideal, I am concerned that approving an application where planning procedures have been blatantly disregarded sends the wrong message and may well encourage more retrospective applications in future.

It is important that the same planning processes be applied across the board whether the applicant is a private individual, business, traveller or showman.

**Mr Trevor Ratcliffe, Midgeland Road Garage, Midgeland Road**

Objects as he considers it is a gross overdevelopment of the site with inadequate drainage.

## **NATIONAL PLANNING POLICY FRAMEWORK**

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

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

## **PLANNING POLICY FOR TRAVELLER SITES (PPTS)**

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

To help achieve this, Government’s aims in respect of traveller sites and travelling showpeople sites are:

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

- to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- for Local Planning Authorities to have due regard to the protection of local amenity and local environment.

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

Local Planning Authorities should consider the following issues amongst other relevant matters when determining planning applications for traveller and travelling showpeople sites:

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

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

When considering applications, Local Planning Authorities should attach weight to the following matters:

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

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

For the purposes of this planning policy “travelling showperson” means:

*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers.*

For the purposes of distinguishing between sites the following applies:

*For the purposes of this planning policy, “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use plots for “travelling showpeople”, which may / will need to incorporate space or to be split to allow for the storage of equipment.*

### **BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY**

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. The policies in the Core Strategy that are most relevant to this application are -

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

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

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is produced.

LQ1: Lifting the quality of design  
LQ2: Site context  
LQ10: Conservation Areas  
BH3: Residential and visitor amenity  
BH4: Public health and safety  
AS1: General development requirements (transport)

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

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

Site allocations - gypsies, travellers and travelling showpeople

Policy DM20 Landscaping

Policy DM21 Public Health and Safety

Policy DM39 Transport Requirements for New Development

## **MARTON MOSS NEIGHBOURHOOD PLAN AREA AND MARTON MOSS NEIGHBOURHOOD FORUM APPLICATION**

An application to designate the Marton Moss Neighbourhood Plan Area and the Marton Moss Neighbourhood Forum has been submitted and the Council invited comments on the application. Consultation on these took place from Monday 21 January 2019 to Monday 4 March 2019.

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

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

The revised version of PPTS now requires a GTAA to determine whether households living on sites, yards, encampments and in bricks and mortar fall within the new "planning" definition of a Gypsy, Traveller or Travelling Showperson. The new definition now excludes those who have ceased to travel permanently. The updated GTAA (with the new definition of Gypsy or Traveller) indicates that there is a need for a maximum of two additional traveller pitches and five additional plots for Travelling Showpeople in Blackpool over the 15 year GTAA period (2016 - 2031). Members will recall that one of the traveller pitches was approved in February 2019 - at 411 Midgeland Road.



## ASSESSMENT

### Principle of Development

The National Planning Policy Framework seeks to promote sustainable development, which includes:

- objectively assessing the need for housing, business and other needs of an area
- securing high quality design and a good standard of amenity for existing occupants of land and buildings and future occupants
- recognising the intrinsic character and beauty of the countryside
- encouraging the re-use of brownfield land, and
- encouraging development in locations where it can be served by various modes of transport.

The PPTS clearly requires Local Planning Authorities to have a five year supply of sites (and preferably more) if a need is identified. The Council's GTAA identifies a need and suggests a method of delivery over a 15 year period. Need is one aspect of the considerations and does attract weight when assessed against other considerations. However there is a clear requirement to consider the size/scale and location of any site, the characteristics of the surrounding area and to protect local amenity and the environment. There is also a requirement to 'strictly limit new traveller/travelling showpeople site development in open countryside that is away from existing settlements or outside areas allocated in the development plan'.

Policy CS16 of the Core Strategy relates to traveller/travelling showpeople sites and suggests that the target for new pitches/plots established through the GTAA will be met through the next stage of the plan - Blackpool Local Plan Part 2 - Site Allocations and Development Management Policies, which has just been the subject of an informal round of consultation. However it also recognises that applications may come forward, as in this case, before Part 2 of the Plan is adopted and hence it sets out 8 criteria against which applications should be judged.

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

In this case the application site fronts a narrow road along the eastern boundary of the Marton Moss, about 600 metres south of the School Road junction. School Road provides links to south Blackpool, the M55 and Lytham St Annes. School Road no longer carries the no 10 bus route (which provided an hourly service to the Town Centre) but there is a no. 17 bus service from Common Edge Road approximately a kilometre to the west of the application site, which provides half hourly services to St Annes and to the Town Centre. The site is some 900 metres from St Nicholas' Primary School and approximately 2.5 km remote from Highfield Humanities College on Highfield Road. The nearest local centres (Common Edge Road/Highfield Road junction and St Annes Road /Squires Gate Lane junction) are some 2 km

away. So the site is not on the doorstep of facilities and hence it is not considered to be particularly sustainable.

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

The site is in part a brownfield site with greenfield areas to the west and east of the central hardsurfaced area. The site has a bungalow set on a substantial plot on one side and a commercial garage on the other (beyond which is another bungalow). Another tension in terms of the location is that Policy CS26 for Marton Moss in the Core Strategy envisages a continuation of the policy stance that was set out in Policy NE2 (i.e. no new residential development unless associated with agriculture, horticulture or outdoor recreational uses) until a neighbourhood plan is produced which will identify in what circumstances development may be acceptable.

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

There is a gypsy/traveller site along this section of Midgeland Road. This was approved by Planning Committee on 5 February 2019. The road is characterised by ribbon development interspersed with areas of open land, some of which previously housed greenhouses. It is more of an urban fringe area than an open countryside location and Midgeland Road is characteristic of the many roads which cross Marton Moss. The restriction on the siting of the caravans to the middle section of the site leaving open areas to the front and the rear undeveloped, would mean less impact on the character and appearance of the area. It would however introduce additional caravans along this section of Midgeland. The impact is mitigated by the hedgerow on the frontage of the site and the set back distance of the caravans from Midgeland Road.

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

The site is to accommodate one extended family and it is considered that this would not have any significant impact on the local community in terms of its size.

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

See the comments in respect to (a) above. The site is not in a sustainable location, particularly in relation to public transport, shopping and other facilities and although there are some limited facilities in the area, the majority of journeys would be by car. However, the site would be for travelling showpeople, who by definition travel during the summer months.

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

The access into the site is considered adequate for its function and there is space within the site for car parking and for vehicles to turn around and leave the site in forward gear. It is unlikely that the proposed development would generate a significant amount of traffic such as to have highway safety implications given the applicant and his family operate bouncy castles rather than traditional fairground equipment which is generally transported on large vehicles or trailers. However, a condition could be imposed limiting the use of the open areas of the site in order to limit the numbers and sizes of vehicles accessing the site to that associated with what is currently proposed.

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

Existing landscaping in the form of hedgerows and trees is to be retained and additional hedgerow planting is proposed to screen the siting of one of the touring caravans. A new high quality boundary fence has been erected between the site and the commercial garage at 518 Midgeland Road

In terms of the likely impact upon 512 Midgeland Road the caravans are located to the south west of the property and the property is set away from the boundary within the application site. They would be some 22metres from the nearest point of the property but would be close to the south west corner of the rear garden. It is acknowledged that the caravans are elevated and hence visible but in terms of orientation of the static caravan nearest to the boundary with 512 Midgeland Road it would be southwards and westwards so it is not considered that there would be any impact on the privacy of the occupants of 512 Midgeland Road. In terms of residents on the eastern side of Midgeland Road the caravans would be set at right angles to Midgeland Road and some 46 metres from Midgeland Road so there would not be any impact on privacy. Given the nature of the travelling showperson's use in this case it is not considered that there would be an adverse impact on neighbouring residents in terms of potential noise and disturbance. The application site is next to a commercial garage and this could have the potential to impact on the amenities of the occupiers of the application site. The applicant and his family is aware of its existence and has provided a new solid boundary fence between the application site and the garage which will help in mitigating any noise generated by the garage use.

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

Soft landscaping is proposed on site and there is no need for communal recreational areas as the proposal would be for one extended family.

### **Need for the development**

The GTAA demonstrates that there is a need to provide sites over the next five years and beyond. There do not appear to be any alternative sites available in the borough at the present time and the lack of a five year supply weighs heavily in favour of this proposal.

### **Personal circumstances of the applicants**

The application states that the site is intended to accommodate Mr Holland and his family, who are travelling showpeople falling within the statutory definition, with strong family connections to Blackpool and with a personal need for accommodation in the town. They have occupied another site on Marton Moss without security of tenure and have been looking for an alternative permanent site for some time.

### **Impact on the character and appearance of the Marton Moss**

The Marton Moss Characterisation Study that forms part of the evidence base to the Core Strategy states that this area consists of the areas of small piecemeal post medieval enclosure along Division Lane, Midgeland Road up to Chapel Road and west to Common Edge Road, surrounding by busy arterial routes. It consists of the earliest cobbled buildings through to modern detached bungalows and is an enclosed leafy landscape based around lanes, rectangular fields and drains with views limited to gaps in hedgerows across open paddocks. The caravans would be only slightly visible from Midgeland Road behind the existing hedgerow on the frontage of the site and views through to the open countryside would be retained.

### **Impact on residential amenity**

The proposal should not have any significant impact on the amenities of the occupiers of the adjacent residential properties as the proposed siting of the caravans and the provision of additional hedgerow planting. Use of the site would also be restricted to one extended family living within three caravans and two touring caravans limiting the level of activity.

### **Impact on highway and pedestrian safety**

The Head of Highways and Traffic Management has objected as the site is not in a sustainable location, particularly in relation to public transport, shopping and other facilities. Although there are some limited facilities in the area, he considers that the majority of journeys would be by car and is concerned that piecemeal development of this or various other parts of the Moss would lead to an excess of traffic on unsuitable roads with poor connections to more major roads. However, as this proposal is for one extended family, it is not considered that permission could be resisted on this ground. The footway is sporadic here, but as the lane is now effectively a cul-de-sac, the amount of traffic is minimal and likely to be mainly used by locals.

## **Other issues**

Mr Holland (senior) is a member of the Showmens Guild. Mr Holland acknowledges that he has occupied the site in advance of planning permission being granted but he is under the impression he could occupy the site over the winter in accordance with the Caravan Sites and Control of Development Act 1960 which states:

### ***Travelling showmen***

*10.-(1) Subject to the provisions of paragraph 13 of this Schedule, a site licence shall not be required for the use of land as a caravan site by a travelling showman who is a member of an organisation of travelling showmen which holds for the time being a certificate granted under this paragraph and who is, at the time, travelling for the purposes of his business or who has taken up winter quarters on the land with his equipment for some period falling between the beginning of October in any year and the end of March in the following year.*

*(2) For the purposes of this paragraph the Minister may grant a certificate to any organisation recognised by him as confining its membership to bona fide travelling showmen; and a certificate so granted may be withdrawn by the Minister at any time.*

The applicant has applied to United Utilities to connect to the sewer in Midgeland Road and hence there are no drainage issues. The site is considered to be of a suitable size to accommodate the use. The applicant has agreed to screen the gas bottles which serve the static caravan on the southern side of the site and these would then not be visible by the occupants of 433 Midgeland Road. It is acknowledged that a traveller site has been approved some 100 metres to the north on the opposite side of Midgeland Road. This section of Midgeland Road has residential properties interspersed with areas of open land with extensive frontages to Midgeland Road. Given the caravans would be set back from Midgeland Road and given this context it is not considered that there would be an over concentration of this type of use on this section of Midgeland Road and the character and appearance of the area would not be unduly compromised. The recent designation of the area as a Conservation Area means that there is a requirement to consider the impact of the development on the character and appearance of the Conservation Area. There would be some impact but this is mitigated by the hedgerow on the site frontage. It is recognised that a Neighbourhood Plan is to be produced for the area but as this is at an early stage in its preparation limited weight can be attached to this in this case. Similarly the weight attached to Part 2 of the Blackpool Local Plan is limited at this stage and the fact that there have been objections to the sites at Faraday Way as part of the recent informal consultation reinforces this.

## **CONCLUSION**

This application raises a number of issues:

- The Council has a need to provide five sites for travelling showpeople, including the applicant and his family.

- The Council has identified land in its ownership which may be appropriate for travellers and travelling showpeople at Faraday Way at the northern end of the town. The sites proposed have been subject to informal consultation and have attracted representations. Until sites are formally allocated Policy CS16 of the Core Strategy is to be used to assess the suitability of proposed sites for travellers and travelling showpeople.
- The application site is within Marton Moss where there is a restrictive policy regarding new development (Policy CS26).
- The application site is within the area for which a Neighbourhood Plan is to be prepared.
- The application site is within a recently designated Conservation Area.
- The applicant and his family have occupied another site on Marton Moss for some time without causing any issues.
- The applicant has been looking for a site for some time.
- The application site is subject to an Enforcement Notice dating from 1993 which sought to secure the removal of a caravan from the site and in 1999 an application to use the site as a cat sanctuary with an associated residential caravan was refused (99/0534 refers).

There a number of tensions between these issues. On the one hand there is the need to provide sites which has gone through a robust assessment process and forms part of the evidence base of the Blackpool Local Plan Part 1 Core Strategy 2012-2027. The applicant and his family are part of the identified need and hence this weighs heavily in favour of the application. On the other hand is Policy CS26 of the Blackpool Local Plan Part 1 Core Strategy 2012-2027, the proposed Neighbourhood Plan and the Conservation Area designation which all have a restrictive approach to development which weigh against the proposal. Added to the mix is planning history of the application site and the requirements of Policy CS16 of the Blackpool Local Plan Part 1 Core Strategy 2012-2027.

Considering the planning balance it is considered that the need to provide sites for travelling showpeople and the lack of alternative sites at the present time outweigh the conflict with Policy CS26 and elements of Policy CS16 and hence the application is recommended for approval subject to a number of conditions.

#### **LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION**

None

#### **FINANCIAL BENEFITS**

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) 19/0011 which can be accessed via the link below:

<https://idoxpa.blackpool.gov.uk/online-applications/>

**Recommended Decision:** Grant Permission

### **Conditions and Reasons**

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

Location Plan stamped as received by the Council on 07/01/19

Drawing no A018/313/P/01 Rev A

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

2. No more than three static caravans and two touring caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (as amended) shall be stationed on the site at any one time and they shall only be stationed in the positions shown on the approved plan.

Reason: To safeguard the character and appearance of the area and the amenities of local residents in accordance with Policies CS7, CS8 and CS26 of the Blackpool Local Plan Part 1: Core Strategy 2012 - 2017 and Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016.

3. The development and residential use hereby permitted shall be solely for the benefit of Mr Russell Holland, his wife and their resident dependents.

Reason: Planning permission is being granted on the basis that there is a need for the site as part of the Fylde Coast Gypsy and Traveller and Travelling Showpeople Accommodation Assessment 2014 and 2016 update and in accordance with Policy CS16 of the Blackpool Local Plan Part 1: Core Strategy 2016 - 2027.

4. a) Within 3 months of the date of this permission full details of soft landscaping works for the site shall be 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, 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 the written agreement of the Local Planning Authority or in accordance with a programme agreed in writing by the Local Planning Authority (whichever is sooner.)  
  
c) Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

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

5. The site shall not be occupied by any persons other than travelling showpeople as defined in Annex 1 of Planning Policy for Travellers Sites, 2015.

Reason: Planning permission is being granted on the basis that there is a need for the site as part of the Fylde Coast Gypsy and Traveller and Travelling Showpeople Accommodation Assessment 2014 and 2016 update and in accordance with Policy CS16 of the Blackpool Local Plan Part 1: Core Strategy 2016 - 2027.

6. No commercial activities shall take place on the land, including the storage of materials (other than vehicles used in association with the travelling showperson's business).

Reason: To safeguard the character and appearance of the area and the amenities of local residents in accordance with Policies CS7, CS8 and CS26 of the Blackpool



Local Plan Part 1: Core Strategy 2012 - 2017 and Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016.

7. Within three months from the date of this permission, 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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. Within three months from the date of this permission, a scheme for the screening of the gas bottles to serve the static caravans shown on the approved plan shall be submitted to and approved by the Local Planning Authority. The approved means of screening shall be provided within four months from the date of this permission and shall thereafter be retained.

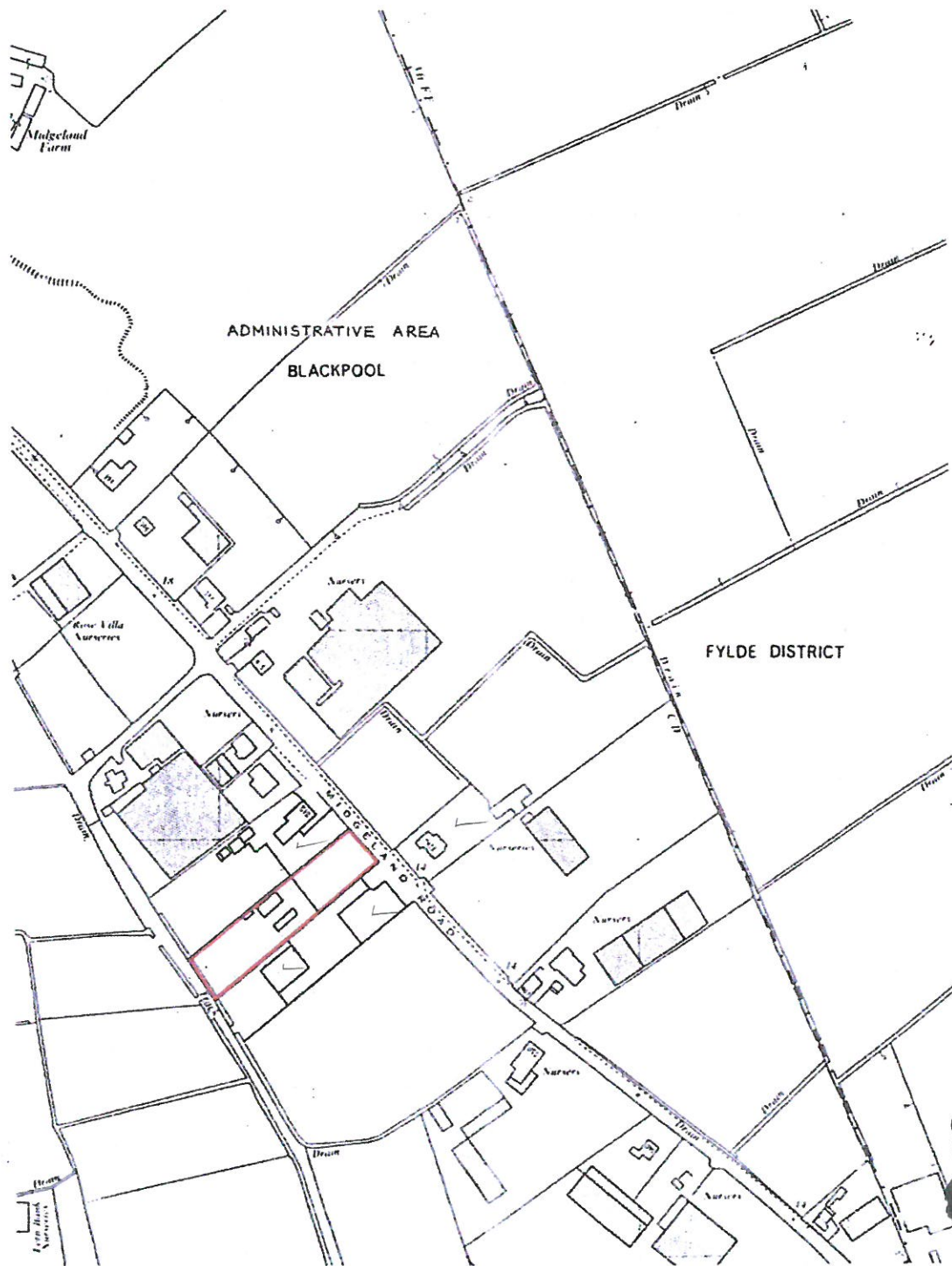
Reason: In the interests of the appearance of the locality and residential amenity, in accordance with Policies LQ1, LQ10 and BH3 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

#### **Advice Notes to Developer**

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval needs to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.

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H.M. LAND REGISTRY		TITLE NUMBER	
		[REDACTED]	
ORDNANCE SURVEY PLAN REFERENCE	SD 3431	Scale 1/2500	
COUNTY	LANCASHIRE	© Crown Copyright	



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**COMMITTEE DATE:** [02/04/2019](#)

**Application Reference:** **18/0642**

WARD: Stanley  
DATE REGISTERED: 24/09/18  
LOCAL PLAN ALLOCATION: Countryside Area

APPLICATION TYPE: Full Planning Permission  
APPLICANT: Denmack Holdings

**PROPOSAL:** Erection of 12 detached bungalows with access from Midgeland Road and associated public open space and private garages.

**LOCATION:** FORMER BAGULEYS SITE, MIDGELAND ROAD, BLACKPOOL, FY4 5HE

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**Summary of Recommendation:** Grant Permission

## **CASE OFFICER**

Miss. S. Parker

## **BLACKPOOL COUNCIL PLAN 2015 -2020**

This application accords with **Priority two of the Plan** - Communities: Creating stronger communities and increasing resilience as it would help to meet the borough's established housing requirements.

## **SUMMARY OF RECOMMENDATION**

Part of the site constitutes brownfield land that does not make a positive contribution to the character or appearance of the wider area. Residential development on this part of the site is therefore considered to be acceptable, despite the restrictions set out under Policy CS26 of the Core Strategy, in order to improve the appearance of the site and the quality of the area, and in order to secure housing provision designed to meet an identified, specialist need. On this basis, Members are respectfully recommended to grant planning permission subject to the conditions listed at the end of this report.

## **INTRODUCTION**

Outline planning permission was granted for the erection of up to 36 dwellings on this site in 2012 with reserved matters granted for the erection of 22 houses in 2016. This permission lapsed in September 2018. The current application was originally a resubmission of this previously approved scheme. It has, however, been amended to take account of the Core Strategy which has been adopted since the previous permission was granted and hence the number of proposed dwellings has reduced from 22 to 12.

## **SITE DESCRIPTION**

The application relates to a 1.1ha site that is roughly square in shape. The site is bound by Midgeland Road and the houses fronting it to the west. The houses fronting Stockydale Road bound the site to the south and Stockydale Road itself marks the eastern site boundary. The site cuts around no. 27 Stockydale road in the north-eastern corner. The northern boundary of the site runs along the side of the Crabtree Nurseries site which fronts Stockydale Road but extends back to Midgeland Road.

The site is cleared along the Midgeland Road frontage, along the northern boundary back to no. 27 Stockydale Road, and behind the properties fronting Midgeland Road. The section of the site behind nos. 19, 21 and 23 Stockydale Road and along the Stockydale Road frontage is rough grassland with some rough hedgerows, small trees and vegetation along the boundaries. There are no ponds or other key features of ecological interest on the site.

The site falls within Flood Zone 1 and within the Core Strategy designated Marton Moss Strategic Site.

## **DETAILS OF PROPOSAL**

The application proposes the erection of 12 bungalows with vehicle access taken from Midgeland Road. One of the proposed bungalows would flank the estate road and front Midgeland Road. A further five would run along the northern boundary and face to the south. The remaining six would be arranged in two rows of three facing north in the south-western corner of the site. All of the properties would be detached. An area of public open space would be created on the greenfield part of the site fronting Stockydale Road.

The application has been accompanied by:

- Planning statement
- Design and access statement
- Materials schedule
- Accessibility questionnaire
- Ecological appraisal
- Bat and bird survey
- Arboricultural impact assessment
- Tree survey
- Flood risk assessment

## **MAIN PLANNING ISSUES**

The main planning issues are considered to be:

- The principle of residential development on the site
- The impacts on residential amenity
- The acceptability of the design of the scheme and the impacts on visual amenity
- Highway access, safety and parking



- Flood risk and drainage
- Ecological and arboricultural impacts
- Environmental impacts
- Sustainability and planning balance appraisal

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

### **RELEVANT PLANNING HISTORY**

12/0894 – outline planning permission granted for the erection of up to 36 no. dwellings comprising 6 no. two-storey detached houses, 3 no. detached bungalows, 16 no. two-storey semi-detached houses and 11 no. two-storey terraced houses.

16/0196 – reserved matters approval granted for the erection of 22 no. dwellings comprising 20 no. two-storey detached houses and 2 no. two-storey semi-detached houses. This permission was granted on 27/09/16 and lapsed on 27/09/18.

18/0077 – planning permission refused for the erection of four detached dwelling-houses, two with integral garages and two with detached garages, on land fronting Stockydale Road. This site forms part of the current application site. The application was refused on 14 August 2018.

### **CONSULTATIONS**

**Marton Moss Neighbourhood Forum:** no response received in time for inclusion in this report.

**Head of Highways and Traffic Management:** the development now proposed would fall below the Council's previous threshold for highway adoption of 14 dwellings. This has now been reconsidered and revised to 12 dwellings. On this basis, the site proposed would be adopted in terms of roads, service verges and footways. The submitted drawings and tracking information is sufficient to form the basis of a s278 agreement and the necessary off-site highway works should be conditioned to be completed prior to works on site. These works should include the bell-mouth and a sufficient length of the access to allow for wheel-washing and to prevent queuing on the highway. The s278 agreement will also need to make provision for changes to street lighting and bus stop upgrades. A Construction Management Plan should be secured through condition. Additional tracking information is needed for the internal layout of the site. The site has been designed broadly to access-way standards but a more detailed layout plan is required for agreement. Access by pedestrians from Stockydale Road would be a concern and so measures should be put in place to safeguard the hedgerow along Stockydale Road.

**United Utilities:** foul and surface water should be drained separately with surface water drained in the most sustainable manner in accordance with the guidance. Conditions should be attached to any planning permission granted to require the agreement and implementation of a surface water drainage system and a lifetime management and maintenance plan for that system. The applicant should contact United Utilities at the

earliest opportunity to discuss connection. All pipework and fittings must be to current standards. Levels of cover to mains and sewers must be maintained. If a sewer is discovered during construction a Building Control body should be consulted. Any drainage proposed for United Utilities adoption must be agreed with United Utilities and early consultation is recommended.

**Council Drainage Officer:** the submitted flood risk assessment is acceptable. It identifies the need for further evaluation of ground water levels and this should be added as part of the usual set of drainage conditions. It should not be critical given the proposed finished floor levels. The dyke on-site will have to be piped to the extent of their frontage, it is currently on their land but in future would form part of the highway and so could be covered by a composite agreement.

**Head of Property and Asset Management:** no response received in time for inclusion in this report. As the scheme has changed since first submission to now propose over-55 accommodation, no education contribution would be required and so a response has not been pursued.

**Lancashire Fire and Rescue Service:** the development must comply with building regulations and the developer should ensure appropriate water supply.

#### **PUBLICITY AND REPRESENTATIONS**

Press notice published: 5 October 2018

Site notice displayed: 6 October 2018

Neighbours notified: 26 September 2018

Three representations have been received in relation to the original plans from nos. 145 and 149 Midgeland Road and Parklands on Chapel Road. These raise the following issues:

- There is no guarantee the development will proceed to provide houses
- The development should include bungalows for older people
- Impact on amenity from over-looking and over-shadowing
- Levels must be agreed
- Impact on highway safety
- Public transport access to the site is poor
- Residents would have to travel to access employment and services
- Existing drainage is inadequate
- Increased flood risk
- Loss of trees and habitat and impact on wildlife
- The hedge on Stockydale Road should be protected

#### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF2)**

The revised National Planning Policy Framework (NPPF) was published in July 2018 and updated in February 2019. It retains the key objective of achieving sustainable development and hence there is a presumption that planning applications proposing sustainable

development will be approved. It provides advice on a range of topics and is a material planning consideration in the determination of planning applications. The parts most relevant to this application are:

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

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

The National Planning Practice Guidance (NPPG) expands upon the NPPF and provides clarity and additional guidance. The most relevant sections to this application are:

- Design
- Flood risk and coastal change
- Health and well-being
- Natural environment
- Planning obligations
- Travel plans, transport assessments and statements in decision-taking

### **BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY (2012-2027)**

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. The following policies are most relevant to this application are:

- CS1 Strategic Location of Development
- CS2 Housing Provision
- CS6 Green Infrastructure
- CS7 Quality of Design
- CS9 - Water Management
- CS11 - Planning Obligations
- CS12 - Sustainable Neighbourhoods
- CS13 - Housing Mix, Density and Standards
- CS14 - Affordable Housing
- CS15 - Health and Education
- CS26 - Marton Moss

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

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies

document is published. The following policies in the Plan are most relevant to this application:

LQ1 - Lifting the Quality of Design  
LQ3 - Layout of Streets and Spaces  
LQ4 - Building Design  
LQ6 - Landscape Design and Biodiversity  
HN4 - Windfall Sites  
BH3 - Residential and Visitor Amenity  
BH10 - Open Space in New Housing Developments  
NE6 - Protected Species  
NE7 - Sites and Features of Landscape, Nature Conservation and Environmental Value  
AS1 - General Development Requirements (Access and Transport)

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

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

DM2 - Housing for older people  
DM5 - Design requirements for new build housing development  
DM20 - Landscaping  
DM21 - Public health and safety  
DM25 - Public art  
DM32 - Development in the countryside  
DM33 - Biodiversity  
DM39 - Transport requirements for new developments

### **OTHER RELEVANT DOCUMENTS**

**Housing Plan for the Ageing Population 2017-2020:** this document acknowledges that the town has a large and growing older person population that needs appropriate housing. Objective 6 refers to the need for specialist housing that meets the needs of older people.

**Marlon Moss Neighbourhood Plan Area and Marlon Moss Neighbourhood Forum Application:** an application to designate the area and the forum has been submitted and has been subject to consultation from 21 January 2019 to 4 March 2019.

**Supplementary Planning Guidance Note 11: Open space: provision for new residential development and the funding system** – this document was adopted in October 1999 as sets out the amount of open space required per person and per property depending upon size. It also sets out the equivalent financial contributions that can be made in lieu of on-site provision.

## **ASSESSMENT**

### **Principle**

The application site falls within the Marton Moss Strategic Site. Policy CS26 of the Core Strategy relates specifically to Marton Moss and replaces saved Policy NE2 of the Local Plan in relation to the Moss. Like its predecessor, Policy CS26 precludes development in the area other than that directly related to agricultural, horticultural or rural recreational uses. This approach will hold until a formal Neighbourhood Plan is developed for the area. Thereafter the Neighbourhood Plan will direct the nature of development on the Moss. One exception permitted by Policy CS26 under section 2 is housing intended to meet the requirements of paragraph 55 of the NPPF. This policy was drafted when NPPF 1 (2012-2018) was in force and so this criterion relates to paragraph 55 of that document. This paragraph relates to housing required to enhance or maintain the viability of rural communities. Such examples would include housing that would support service delivery, agricultural workers dwellings, properties of innovative and exceptional design, or conversions of heritage assets or disused buildings where the works would enhance the setting. This approach is continued in the latest NPPF at paragraphs 78 and 79.

At present, although local residents are looking to progress with the development of a Neighbourhood Plan for the area, there is currently no such plan in place for Marton Moss. The proposal must therefore be judged against the criteria of part 2 of Policy CS26 of the Core Strategy. The housing proposed would not re-use any existing buildings and there is no indication that it would be of exceptional design. There is no justification for the housing to accommodate rural workers. Whilst Marton Moss is rural in character, it sits on the edge of the urban area of Blackpool. The existing pattern of development in the wider area is well-established. Notwithstanding issues of connectivity and accessibility, the wider area is reasonably well served in terms of education, employment, services and public transport. As such, the development is not required in order to sustain population numbers to safeguard the provision of community facilities. On this basis, as the scheme is not for a use appropriate to a rural area, it is contrary to the provisions of Policy CS26 of the Core Strategy. This weighs against the application.

The intention of Policy CS26 is to safeguard the character and function of Marton Moss as an area of rural fringe around the Blackpool settlement. This approach accords with the objectives of the NPPF to make efficient use of land, direct development to brownfield sites, and respect the function and character of local areas.

The application site sits on the edge of the main urban area of the town. Major new housing schemes are currently being developed on land at Moss House Road to the south-west, and on the former Runnell Farm site to the north. Existing houses face the site on the opposite side of Midgeland Road and follow the road south from the application site and around the corner onto Stockydale Road. The site itself comprises a former garden centre site that is now cleared and a field to the rear that fronts Stockydale Road. This former garden centre area of the site takes up just under 40% of the total and is brownfield land that does not contribute positively to the character of the area.

At present the brownfield part of the site is hard-surfaced and fenced. It does not have any rural character and is in increasingly poor condition with evidence of weed colonisation. The fencing is temporary in appearance. Overall this area of the site detracts from the appearance of the streetscene and is detrimental to the quality and character of the area. The redevelopment of the site would have a positive impact upon the quality of the streetscene and wider area and, as will be discussed later in this report, this weighs in favour of the application. However, the development would not be restricted purely to the brownfield section of the site as a narrow strip of some 385sqm of the greenfield area would be incorporated to provide part of the estate road. This would include hard-surfacing but no structures. Consequently, whilst this does weigh against the application, it would not have a significant impact upon the character of the area.

Outline planning permission was granted in 2012 for the residential development of the site as a whole. Reserved matters approval was granted in 2016. This permission has never been implemented and so it lapsed in September 2018. Members will also be aware that planning permission was refused in August 2018 for the development of four houses on the part of the site fronting Stockydale Road. The deadline for an appeal against this refusal has now passed. There is therefore no extant permission in place for development on any part of the site.

The scheme proposed would deliver 12 retirement bungalows aimed at over-55s. The Council's Housing Plan for the Ageing Population 2017-2020 identifies a need for this kind of accommodation within the borough in order to meet the needs of Blackpool's ageing population. Work recently undertaken in relation to an appeal has revealed the Council to have a 5.1 year supply of housing land. Whilst this exceeds the minimum 5 year land supply that is required, it is only by a narrow margin. Residential development of this site would therefore provide an additional buffer improving choice in the market. The additional housing provision that has been designed to meet an identified need weighs significantly in favour of the application.

Each property within the site would offer two bedrooms with the property fronting Midgeland Road providing three. Policy CS13 of the Core Strategy expects developments on sites of this size to contribute towards a balanced housing mix in the wider area. It is recognised that the wider area is dominated by larger properties and that the new-build estates in particular are dominated by homes offering three bedrooms or more. As such, the accommodation proposed, particularly given its intended occupation, would contribute positively towards the housing mix in the area.

### **Planning Obligations**

Policy CS14 of the Core Strategy requires housing schemes of between 3 and 14 units to make a financial contribution towards affordable housing provision. This requirement is to be detailed in a Supplementary Planning Document (SPD). However, as there is currently no SPD in place, the Council is unable to calculate and require contributions at the present time.

A housing development of this scale would ordinarily generate a requirement for a contribution towards local education provision. In this case the accommodation is proposed for occupation by people over the age of 55 and this could be secured through condition. As such, no contribution towards local education provision would be required.

In accordance with Policy BH10 of the Local Plan and the associated Public Open Space Supplementary Planning Guidance (SPG) (SPG11), the development proposed would require public open space provision of 600sqm. The application proposes an area of 600sqm open space within the greenfield section of the site. This would be sufficient to meet the need generated by the development. Although a pathway is proposed, the use of the greenfield land as public open space would not unduly impact upon the rural character of this part of the site and so is considered to be acceptable.

### **Amenity Impact**

The Council expects residential developments to meet minimum separation distances of 21m front/rear-to-front/rear and 13m front/rear-to-side. Rear gardens should be 10.5m in length. These standards are for two-storey properties.

The property fronting Midgeland Road and those along the northern boundary of the site would meet these standards. Those in the south-western corner of the site would fall short of the minimum garden lengths by between 1m and 2.5m and the separation distances between the new properties and those existing would also fall short by up to 5m at one point. However, as the properties proposed would be bungalows and as they would sit to the north of the existing properties, no undue impacts on amenity are anticipated. A condition could be attached to any permission granted to remove permitted development rights to prevent the insertion of windows into the rear elevations of the properties along the southern border. The shortfall in garden lengths is unfortunate and weighs somewhat against the application, but it is noted that public open space is to be provided on site and that the separation distances required to protect amenity would otherwise be adequately met.

Draft policy DM5 would require new housing developments to meet the national technical standards in terms of floorspace. However, as this document is at a very early stage in development, little weight can be attached to it. The internal layouts of the properties are efficient and would offer a reasonable standard of accommodation and are therefore considered to be acceptable.

It is understood that the land levels on site would not be materially altered but a condition should be attached to any permission granted to require existing and proposed land levels to be confirmed and agreed.

In light of the above, no unacceptable amenity impacts are identified.

## **Visual Impact**

The application site falls outside of and a reasonable distance away from the recently designated Marton Moss Conservation Area, as such it is not considered to affect the setting of this heritage asset.

A wide range of property sizes, styles and designs is evident in the nearby area and so there is no strong architectural vernacular for the proposal to comply with or take reference from. The bungalows proposed would be traditional in design. Each would have a projecting section to the front that would house either a bedroom or an integral garage and this would break up the front elevations and streetscene. Windows and doors would have stone cills and lintels and this would be appropriate in the setting. A condition could be attached to any permission granted to require the fenestration to be set back by at least a brick width to provide appropriate visual depth. The front faces of the dormers would be predominantly glazed which is somewhat unusual, but these would only be visible from immediate neighbours and within the site and would not be unacceptable.

The application includes a materials schedule which proposes use of three different brick types, render and two colours of roof slate. This varied palette would be appropriate to the area and would provide visual interest. Conditions could be attached to any permission granted to require the agreement of specific material placement, surfacing landscaping and the appearance of boundary treatments. A condition could also be imposed to safeguard the existing hedgerow along the Stockydale Road frontage and the hedgerows along the other boundaries of the site as far as is practicable. In light of the above and subject to these conditions, no unacceptable visual impacts are anticipated.

## **Highway Access, Safety and Parking**

The scheme has been considered by the Council's Head of Highways and Traffic Management and no objections have been raised. A new access is proposed from Midgeland Road and a condition could be attached to any permission granted to agree the details of this and secure its provision prior to the commencement of development on site. Subject to the provision of a suitable access, no issues relating to highway safety are identified. Additional highway improvement works relating to street-lighting are considered necessary to ensure safety and accessibility and these could be secured through condition. No undue impacts on highway capacity are expected.

Each property would benefit from either an integral or a free-standing garage. All of these would be of adequate size for the parking of a car although the integral garages would fall short of the requisite length of 6m which is intended to ensure that garages provide some storage space. Use of these for the parking of a car could be safeguarded through condition. Each property would also have at least three off-street driveway parking spaces and two visitor spaces are proposed. No on-street parking would be available within the site but the off-street provision would meet the needs of the development and so is considered to be acceptable. The rear gardens or garages could accommodate the storage of cycles if desired.



## **Drainage and Flood Risk**

The site falls within flood zone 1 and so there is no requirement for the applicant to demonstrate compliance with the sequential or exception tests. A site-specific flood risk assessment has been submitted and this is acceptable. It is acknowledged that the dyke to the front of the site would have to be culverted under the new access as part of the highway works. Ordinarily the culverting of watercourses is not considered to be acceptable but in this case it is unavoidable to enable development of the site and could be done without unduly impacting upon flood risk. Any permission granted would be conditional upon the applicant agreeing a surface water drainage strategy for the site and a life-time management and maintenance plan for that scheme. The strategy would have to be in accordance with sustainable drainage principles. Subject to these conditions, no unacceptable drainage or flood risk issues are identified.

## **Ecological and Arboricultural Impact**

The applicant has submitted an ecological appraisal. The development proposed would not affect any protected landscapes and no protected species have been identified on site. A new site layout plan has been submitted since first submission and so two of the trees and a section of hedgerow marked for retention on the tree constraints plan would have to be lost. To compensate for this a landscaping scheme should be secured by condition and this scheme should include the provision of new native tree and shrub planting. Further conditions should require agreement of a tree and hedgerow protection plan for those to be retained, and a scheme of ecological enhancement. Subject to these conditions and on balance, no unacceptable impacts on biodiversity are anticipated.

## **Environmental Impact**

Given the scale of development, no unacceptable impacts on air quality are anticipated. As the site is previously developed a condition should be attached to any permission granted to require the agreement of a scheme of site investigation in respect of potential land contamination and any remediation measures found to be necessary. Water quality would be safeguarded through the agreement of a Construction Management Plan and through the agreement of a drainage scheme for the site.

## **Sustainability and Planning Balance Appraisal**

Sustainability comprises economic, environmental and social components. Economically, the site is not safeguarded for employment use and the part to be developed has no value as agricultural land. Some limited employment would be generated through the construction process and future residents would help to support local shops and services.

Environmentally, the design of the proposal is considered to be acceptable. The site is currently in relatively poor condition and so its redevelopment would impact positively upon the appearance and quality of the wider streetscene. No impacts on biodiversity or trees would result. An acceptable drainage scheme could be secured through condition and, subject to the imposition of appropriate conditions, air land and water quality would be

adequately protected. The site is on the edge of the urban area and so residents may tend towards private car use but the degree of accessibility is acceptable.

Socially the scheme would deliver accommodation aimed at older persons which would meet an identified need in the borough. It would also make a modest contribution towards meeting the Council's general housing requirement. This weighs notably in favour of the scheme. The development would, however, come forward in advance of the preparation of a Neighbourhood Plan for the area and would therefore be contrary to planning policy. No unacceptable amenity impacts are anticipated and no undue impacts on flood risk or highway safety are expected.

In terms of planning balance, the conflict with Policy CS26 and the general approach to development on Marton Moss is acknowledged. However, the development proposed would meet an identified, specialist need, and would bring a disused site in poor condition back into beneficial use. This would have a positive impact on the appearance and quality of the area. No other material planning considerations have been identified that would weigh against the application. On this basis, the scheme is considered to represent sustainable development.

### **CONCLUSION**

Part of the site constitutes brownfield land that does not make a positive contribution to the character or appearance of the wider area. Residential development on this part of the site is therefore considered to be acceptable, despite the restrictions set out under Policy CS26 of the Core Strategy, in order to improve the appearance of the site and the quality of the area, and in order to secure housing provision designed to meet an identified, specialist need. As set out above, the scheme is judged to constitute sustainable development. On this basis Members are respectfully recommended to grant planning permission subject to the conditions listed below.

### **LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION**

The necessary off-site highway works would be secured by condition but would be delivered through an agreement under s278 of the Highways Act.

### **FINANCIAL BENEFITS**

The development would create 22 new dwellings and so would generate some Council Tax income for the Council. However, this is not a material planning consideration and has no weight in the planning balance.

### **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) 18/0642 which can be accessed via this link:

<https://idoxpa.blackpool.gov.uk/online-applications/>

**Recommended Decision:** Grant Permission

### **Conditions and Reasons**

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

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

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

Site location plan ref. JBA363-PL-001  
Site layout plan ref. JBA363-PL-002 Rev B  
House type 1 plan ref. JBA363-PL-003  
House type 2 plan ref. JBA363-PL-004  
House type 3 plan ref. JBA363-PL-005  
House type 4 plan ref. JBA363-PL-006  
House type 5 plan ref. JBA363-PL-007  
Garage plan ref. JBA363-PL-008  
Highway works and access plan ref. T2841/02 Rev A  
Highway works and access with sweptpath plan ref. T2841/05

The development shall thereafter be retained and maintained in accordance with these approved details.

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

3. Notwithstanding the materials schedule submitted, prior to any above ground construction taking place the details of the materials to be used on the external faces of the individual buildings hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policies LQ1 and LQ4 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS26 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. Details of the surfacing materials to be used in the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority prior to the laying down of any final surface finishes and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS26 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. Notwithstanding the information shown on the approved plans:

(a) The windows and doors to the properties shall be recessed behind the front face of the elevation in which they sit by no less than one brick width;

(b) The stone/stone effect cills to the windows shall project forward of the elevation in which they sit by no less than 25mm;

(c) The roofs of the buildings hereby approved shall over-hang the external faces of the buildings by not less than 200mm at the eaves and verge.

Reason: In order to provide visual depth and interest in the interests of the appearance of the site and locality in accordance with Policies LQ1 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. Details of any boundary treatments to be used in the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority prior to the erection of any boundary treatments on the site and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ1 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS26 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. Notwithstanding the information submitted, prior to the commencement of any development on site the following shall be submitted to and agreed in writing by the Local Planning Authority, and the development shall thereafter proceed in full accordance with these approved details and the protection measures shall not be removed until the development has been completed in full:

(a) a plan to show those existing trees and hedgerows on site to be retained;

(b) a tree protection plan and arboricultural method statement to detail the protection of those trees and hedgerows to be retained. This plan should confirm that no excavations, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected.

Reason: To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, having regards to Policy LQ6 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS26 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. (a) No development shall take place until a landscaping scheme has submitted to and approved in writing by the Local Planning Authority. This scheme shall include planting plans specifications and schedules to include plant size, species and number/densities. For the purpose of this condition, the scheme shall include bolstering of the existing hedgerows on site with native species, and incorporation of native species within soft landscaping provision.

(b) Before any of the units hereby approved are first occupied, a management and maintenance plan for the areas of soft landscaping throughout the site shall be submitted to and agreed in writing by the Local Planning Authority and the site shall thereafter be managed in accordance with this plan. For the purpose of this condition, this plan should identify responsibilities for maintenance (i.e. site maintenance company, other third party or private resident) and the works to be carried including frequency of action.

(c) The agreed 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.)

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

Reason. To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecological enhancement 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 Policies CS7 and CS26 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. Prior to any above ground construction taking place, an ecological enhancement scheme shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these approved details. For the purpose of this condition, the ecological enhancement scheme should include the provision of bat, bird and hedgehog boxes and features to enable the movement of small mammals

Reason: In order to safeguard and enhance biodiversity on the site in accordance with the provisions of paragraph 170 of the NPPF and saved Policy LQ6 of the Blackpool Local Plan 2001-2016.

10. (a) Before any of the units hereby approved are first occupied a plan detailing the public open space provision shown by the outlined, dotted area on plan reference JBA363-PL-002 Rev B shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include the provision of any street furniture, boundary treatments, seating or signage.

(b) Before any of the units hereby approved are first occupied, the public open space shown by the outlined, dotted area on plan reference JBA363-PL-002 Rev B shall be provided in accordance with the details agreed pursuant to part (a) of this condition in order to meet the needs of the development and shall thereafter be retained and maintained as such.

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).

11. Prior to any of the units hereby approved being first occupied, the parking provision associated with that unit as shown on the approved site layout plan shall be provided and shall thereafter be retained as such.

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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

12. (a) Notwithstanding the information shown on the approved plan, no works shall commence until full details of the proposed vehicular and pedestrian access from Midgeland Road into the site have been submitted to and agreed in writing by the Local Planning Authority.

(b) The access agreed pursuant to part (a) of this condition shall be provided to at least base course and in full accordance with the agreed details before any construction commences on site.

(c) The access agreed pursuant to part (a) of this condition shall be completed in full and in full accordance with the approved details before any unit hereby approved is first occupied.

Reason: In order to ensure that safe and satisfactory access exists to the site during the construction period and during the lifetime of the development in accordance with the provisions of paragraph 108 of the NPPF and Policy AS1 of the Blackpool Local Plan 2001-2016.

13. (a) No works shall commence until full details of the sub-surface construction and surfacing of the internal estate road hereby approved have been submitted to and agreed in writing by the Local Planning Authority. For the purpose of this condition, the details provided shall demonstrate that the road structure and surface would be adequate to support the loading of a refuse wagon or fire appliance.

(b) No unit hereby approved shall be occupied until the estate road has been installed and finished in full and in full accordance with the details agreed pursuant to part (a) of this condition.

Reason: In the interests of the amenities of residents and in order to ensure that safe and satisfactory access exists to the properties during the lifetime of the development in accordance with the provisions of paragraph 108 of the NPPF and Policies BH3 and AS1 of the Blackpool Local Plan 2001-2016.

14. (a) Notwithstanding the information shown on the approved plans, no unit hereby approved shall be occupied until a scheme for the provision of off-site highway improvement works has been submitted to and agreed in writing by the Local Planning Authority and implemented in full and in full accordance with the approved details. For the purpose of this condition, this scheme shall include:

- the provision of a pedestrian island within Midgeland Road
- widening and reconfiguration of the carriageway and footway
- new, amended or upgraded road markings
- provision of dropped kerbs
- any necessary resurfacing of the carriageway and footway
- treatment of the drainage ditch across the site frontage
- review of streetlighting and provision or relocation of any necessary columns and lamps

Reason: In order to ensure that safe and satisfactory access exists to the site during the construction period and during the lifetime of the development in

accordance with the provisions of paragraph 108 of the NPPF and Policy AS1 of the Blackpool Local Plan 2001-2016.

15. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

16. (a) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

(b) The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and shall include the following:

(i) Information about the lifetime of the development design storm period and intensity (1 in 30 and 1 in 100 year + allowance for climate change - see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;

(ii) A demonstration that the surface water run-off would not exceed the existing greenfield rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

(iii) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

(iv) Flood water exceedance routes, both on and off site;

(v) A timetable for implementation, including phasing where applicable;

(vi) Site investigation and test results to confirm infiltrations rates;

(vii) Details of water quality controls, where applicable.

(c) Unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.



(d) The scheme shall be fully implemented and subsequently maintained, in accordance with the approved details including any timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To promote sustainable development, secure proper drainage of surface water and to manage the risk of flooding and pollution in accordance with the provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

17. Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a) The arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Residents' Management Company;

b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) to include elements such as:

- i. on-going inspections relating to performance and asset condition assessments
- ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;

c) Means of access for maintenance and easements where applicable.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

18. 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
- confirmation that no burning of waste or other materials will take place on site during the construction period

- means to prevent contamination of land or any surface and sub-surface water bodies from surface-water run-off during construction
- 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 the secure storage of materials and equipment
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of construction traffic.

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

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

19. Prior to the commencement of development;

(a) a scheme of site investigation into potential land contamination shall be submitted to and agreed in writing by the Local Planning Authority; and

(b) the scheme of site investigation agreed pursuant to part (a) of this condition shall be carried out in full and in full accordance with the approved details, and a report of the findings submitted to and agreed in writing by the Local Planning Authority; and

(c) In the event that remediation works are identified as being necessary through site investigation report required pursuant to part (b) of this condition, a scheme of remediation shall be submitted to and agreed in writing by the Local Planning Authority;

(d) Any scheme of remediation agreed pursuant to part (c) of this condition shall be carried out in full and in full accordance with the approved details, and a validation report verifying the remediation shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to safeguard future occupants of the site from potential land contamination in accordance with the provisions of paragraph 178 of the NPPF and Policy BH4 of the Blackpool Local Plan 2001-2016. This condition is required to be discharged prior to the commencement of development as any development on the site could prejudice proper site investigation or remediation.

20. Notwithstanding the information submitted, details of existing and proposed land and finished floor levels shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any levelling works on site.

Reason: In order to ensure that the development proposed would not impact unacceptably upon site drainage and flood risk in the area or on the amenities of nearby residents in accordance with the provision of Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy BH3 of the Blackpool Local Plan 2001-2016.

21. Notwithstanding the definition of development set out under section 55 of the Town and Country Planning Act 1990 (as amended) or provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order):

(a) no enlargement of the houses or bungalows hereby permitted shall be carried out without the prior written approval of the Local Planning Authority;

(b) the integral and external garages hereby approved shall not be used for any purpose that would preclude their use for the parking of a motor car;

(c) no boundary treatments shall be erected without the prior written approval of the Local Planning Authority;

(d) the driveways hereby approved shall not be altered or used for any purpose that would preclude their use for the parking of a motor car;

Reason: To safeguard the living conditions of the occupants of nearby residential premises, ensure that adequate parking provision is available within the site, and safeguard the open plan character of the estate and ensure a coherent appearance across the development in accordance with the provisions of Policies LQ1, LQ14, BH3 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

22. 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 and Policies CS7, CS12 and CS13 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

23. The units hereby approved shall be occupied by persons over the age of 55 years only.

Reason: In order to meet an identified housing need within the borough and because no contribution towards local education provision has been sought based on the type of accommodation proposed. If standard market housing were to be provided this would warrant a contribution in accordance with the provision of Policy CS11 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

**Advice Notes to Developer**

Not applicable



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1	- Initial issue.	26/02/19	JB / AC
Rev.	Amendment	Date	By / Chk



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**Project**  
 New Residential Scheme,  
 Land off Midgeland Road,  
 Blackpool

**Client**  
 Mr. D. McKay

**Drawing Title**  
 Site Location Plan

**Status**  
 PLANNING

**Scale**  
 1:1250 @ A1

**Drawn By**  
 JB

**Date**  
 20/02/2019

**Drawing Number**  
 JBA363-PL-001

**Revision**  
 1

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COMMITTEE DATE: [02/04/2019](#)

**Application Reference:** 19/0056

WARD: Bloomfield  
DATE REGISTERED: 30/01/19  
LOCAL PLAN ALLOCATION: Resort Core  
Central Promenade and Seafront  
District centre  
Defined Inner Area

APPLICATION TYPE: Full Planning Permission  
APPLICANT: EasyHotel UK Ltd

**PROPOSAL:** Erection of part four, part five-storey hotel to provide 97 guest bedrooms an ancillary cafe/restaurant unit at ground floor level and parking to the rear with vehicular access taken from Commercial Street following clearance of the site.

**LOCATION:** 429 -437 PROMENADE, BLACKPOOL, FY1 6BQ

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**Summary of Recommendation:** Grant Permission

## **CASE OFFICER**

Miss S. Parker

## **BLACKPOOL COUNCIL PLAN 2015 -2020**

This application accords with **Priority One of the Plan** - The economy: Maximising growth and opportunity across Blackpool as it would introduce a new, national multiple hotel chain to the town.

## **SUMMARY OF RECOMMENDATION**

The application seeks to redevelop a prominent, vacant site on Blackpool Promenade to provide modern visitor accommodation. The design of the scheme is considered to be acceptable as is the provision of an ancillary café/restaurant unit. The proposal would help to regenerate this area of the Promenade and the wider resort as a tourism destination and this weighs significantly in favour of the scheme. The scale of the building would inevitably have some impact on the residential amenities of neighbours to the rear through over-shadowing and a potentially over-bearing impact. This weighs against the proposal. No other issues that weigh notably in the planning balance have been identified. In this case and on balance, the benefits of the scheme in terms of redevelopment and regeneration are considered to be significant and sufficient to outweigh any impact on residential amenity. As such the proposal is judged to represent sustainable development and Members are,

therefore, respectfully recommended to grant planning permission subject to the conditions listed at the end of this report.

## **INTRODUCTION**

The application is before Committee as it is a major-scale proposal for a new hotel use on the Promenade and is therefore considered to be of significant public interest. It has been subject to pre-application discussions and amendments have been made to the proposed scheme. It was also subject to pre-application consultation with local residents.

## **SITE DESCRIPTION**

The proposal relates to the former Tudor Rose site that fronts the Promenade. The site is now cleared with the exception of the existing Commercial Street Garage. It was formerly occupied by poor quality holiday and permanent accommodation and café and take-away uses. The site is bound by a fish and chip restaurant to the south with Commercial Street and The Dutton Arms beyond. The south-east corner of the site has an access point onto Commercial Street. To the north is another fish and chip restaurant/take-away. Properties fronting Bolton Street bound the site to the rear. These are generally in permanent residential use with some retail units at ground floor level. There is an alleyway to the rear of the site but this does not provide vehicular or pedestrian access to the site.

The site falls within the Resort Core as defined on the Proposals Map to the saved Local Plan, and within a designated Main Holiday Accommodation Area as defined in the Council's Holiday Accommodation Supplementary Planning Document (SPD). It also falls within Flood Zone 3. There are no trees or ecological features on site. The site falls within the setting of The Dutton Arms which is a locally listed building.

## **DETAILS OF PROPOSAL**

The application seeks planning permission for a part four-, part five-storey hotel to provide 97 guest bedrooms with the hotel lobby and an ancillary café/restaurant unit at ground floor level. Vehicular access would be taken from Commercial Street following demolition of the existing Commercial Street Garage. Ten parking spaces including two accessibility spaces would be provided to the rear along with a service yard and refuse and cycle stores. At the front of the building a forecourt with some limited seating and planters would be created along with additional cycle stands.

The building would present a frontage of some 27.4m width. The four-storey elements would be 13.2m high and the five-storey elements would be 16.1m in height. Plant would be positioned on the roof and this would be screened by a louvered fence to a total height of 18m.

Internally, thirty-one of the bedrooms would be positioned centrally and so would lack external windows. The café/restaurant unit would measure 272sqm.

The application has been supported by the following documents:

- Design and access statement
- Heritage statement
- Planning statement
- Sustainability and energy statement
- Noise impact assessment
- Transport statement
- Travel plan
- Flood risk assessment

### **PLANNING HISTORY**

13/0497 – outline planning permission granted for the demolition of the buildings on site and the erection of a five-storey building to provide two bar/restaurant units at ground floor level with fifteen permanent self-contained flats above with vehicular access from the Promenade and Bolton Street.

16/0786 – reserved matters application withdrawn for the scheme above.

16/0845 – outline planning permission granted for the demolition of the buildings on site and the erection of a five-storey building to provide two bar/restaurant units at ground floor level with fifteen permanent self-contained flats above with vehicular access from the Promenade and Bolton Street. This permission will remain extant until 3 April 2019. The current proposal differs from this scheme in that the site is slightly larger and access would be taken from Commercial Street rather than Bolton Street.

17/0460 – reserved matters approval withdrawn for the scheme above.

17/0866 – pre-application advice sought regarding the provision of a hotel and two restaurants on the site.

18/0788 – pre-application advice sought regarding the current proposal.

### **MAIN PLANNING ISSUES**

The main planning issues are considered to be:

- Principle of redevelopment
- Amenity impact
- Visual and heritage impact
- Access, highway safety and parking

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

## **CONSULTATIONS**

**Environment Agency:** no comments have been received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the update note.

**United Utilities:** conditions should be attached to any permission granted to require foul and surface water should be drained separately; to require the agreement of a drainage strategy in accordance with sustainable principles; and to require the agreement of a management strategy for the implemented drainage scheme. The Lead Local Flood Authority should be consulted. With regard to water supply, as the proposal is for a multi-storey development, the applicant is advised to install and pump and storage of 24hr capacity. The applicant should contact United Utilities at the earliest opportunity. All fittings must be to current standards. If a sewer is discovered during construction, a Building Control body should be consulted. Any wastewater assets intended for UU adoption must be agreed by United Utilities and early consultation is recommended.

**Blackpool Airport:** initially responded to advise that additional information was required, namely the maximum height above ground level. Following the provision of this information, the airport has confirmed that no objection is raised. The airport must be notified at least 28 days in advance of any construction equipment of greater height than the approved development being brought onto the site. The equipment must be operated in accordance with relevant standards.

**Head of Highways and Traffic Management (Local Highway Authority):** the hotel would be large by Promenade standards but would not have forecourt parking which would reduce its impact on the highway. A boundary treatment would be required to prevent vehicle access. Rear access and some rear parking is proposed which would reduce casual, short-term parking to the front. The management statement for the rear yard is helpful and the transport assessment demonstrates clear understanding of the proposed business. A delivery strategy should be agreed. The Transport Assessment adequately deals with parking and setting-down/picking-up. The swept-paths submitted do not explicitly demonstrate that a 3m wide vehicle could enter, turn and exit the site, but do show that manoeuvres are more critical for the front of a vehicle than the rear and so no issue is raised. The highway is outside of the red edge. A dropped crossing should be provided to define the radius and provide a continuous footpath. There are already waiting restrictions in place. The proposal would not justify a requirement for dedicated coach parking. A highways agreement would be required. The applicant should be aware of the drainage implications arising from blown sand.

**Transport Policy Officer:** although some recommendations for improvement have been provided, overall the framework travel plan submitted is considered to be very good.

**Lead Local Flood Authority:** the submitted Flood Risk Assessment (FRA) is considered to be acceptable as are the proposed finished floor levels subject to the resilience measures indicated. Conditions should be attached to any permission granted to require foul and surface water to be drained separately. Foul water should drain in accordance with

Appendix G of the FRA and surface water should be drained in accordance with Appendix I although this would be subject to acceptance by United Utilities. Future management and maintenance should be conditioned to be in accordance with Appendix I but the model United Utilities condition relating to adoption arrangements should also be imposed.

**Lancashire Constabulary:** planning decisions should promote public safety and take account of wider security and defence requirements. The Local Planning Authority should do what it can to prevent crime, disorder and substance misuse. Policy CS7 of the Core Strategy is relevant. There are records of crime in the area and so the development should be designed to Secure by Design standards. The following security recommendations should be followed. Natural surveillance should be promoted at entrances and exits and these should be well-lit. External pipes should be square, rectangular, recessed or enclosed to deter climbing. Horizontal platforms should be avoided. A secure site boundary treatment would deter trespassers. The service area should be secured with 2m high weld-mesh fencing. Appropriate CCTV should be installed as should an appropriate alarm system. External lighting to appropriate standards should be provided and parking should meet the Park Mark Safer Parking initiative standards. Passive security measures or barriers should be installed to protect vulnerable areas from vehicle attack or traffic incident. Further information can be found on the CPNI website. All doors and windows should be to appropriate standards and external doors should have tamper resistant access controls. Controlled internal doors should be provided to prevent tail-gating. Access fobs can be used to control access. Advice is given in relation to emergency doors, roof access, roller shutters, reception facilities and bins. Any cycle storage must be appropriately secure. Counter-terrorism measures should be considered. The site must be suitably secured during construction.

**Environmental Protection (Amenity):** no comments have been received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the update note.

**Environmental Protection (Land Contamination):** no comment.

**Commercial Waste:** no comments have been received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the update note.

**Service Manager Energy and Sustainability:** no comments have been received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the update note.

**Built Heritage Manager:** the site is close to the locally listed Dutton Arms. The proposed design and materials have clearly been given careful consideration. It takes cues from traditional building design, such as the diminishing window heights at upper floors, without being pastiche. The fins, deep window reveals and sloping sills would add visual interest. As such, the application is supported. Originally, all of the hotels along the Promenade will have had front gardens. Consideration should be given to the provision of an appropriate boundary treatment to demarcate the boundaries of the forecourt.

**Blackpool Civic Trust:** no comments have been received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the update note.

**Lancashire Fire and Rescue:** the development must comply with Building Regulations and ensure an adequate water supply.

### **PUBLICITY AND REPRESENTATIONS**

Press notice published: 7 February 2019

Site notice displayed: 1 February 2019

Neighbours notified: 31 January 2019

A representation has been received from the owner of no. 69 Bolton Street requesting that a substantial boundary wall be provided between the application site and his property, that the area to the rear of his property not be used for the storage of refuse, and that adequate drainage is provided. Otherwise the representation is supportive of the scheme.

### **NATIONAL PLANNING POLICY FRAMEWORK (NPPF2)**

The revised National Planning Policy Framework (NPPF) was published in July 2018 and amended in February 2019. It retains the key objective of achieving sustainable development. Hence there is a presumption that planning applications proposing sustainable development will be approved. It provides advice on a range of topics and is a material planning consideration in the determination of planning applications. The following sections are most relevant to this application:

- 6 – Building a strong, competitive economy
- 7 – Ensuring the vitality of town centres
- 11 – Making effective use of land
- 12 – Achieving well-designed places
- 14 – Meeting the challenge of climate change, flooding and coastal change
- 16 – Conserving and enhancing the historic environment

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

The NPPG expands upon and offers clarity on the points of policy set out in the NPPF. The following sections are most relevant to this application:

- Conserving and enhancing the historic environment
- Design
- Ensuring the vitality of town centres
- Flood risk and coastal change
- Noise
- Travel plans, transport assessments and statements

## **BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY**

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. The following policies in the Core Strategy are most relevant to this application:

- CS4 - Retail and Other Town Centre Uses
- CS7 - Quality of Design
- CS8 - Heritage
- CS9 - Water Management
- CS10 - Sustainable Design and Renewable and Low Carbon Energy
- CS21 - Leisure and Business Tourism
- CS23 - Managing Holiday Bed Spaces

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

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is produced. The following policies are most relevant to this application:

- RR11 - Central Promenade and Seafront
- LQ1 - Lifting the Quality of Design
- LQ2 - Site Context
- LQ4 - Building Design
- BH16 - Shopping Development outside of Existing Frontages
- BH17 - Restaurants, Cafes, Public Houses and Hot-Food Take-Aways
- AS1 - General Requirements (Access and Transport)

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

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

- DM10 - Promenade and Seafront
- DM16 - Threshold for Impact Assessment – Retail and Leisure Facilities
- DM18 - Tall Buildings and Strategic Views
- DM21 - Public Health and Safety
- DM25 - Public Art
- DM28 - Locally Listed Buildings and Other Non-Designated Heritage Assets
- DM33 - Biodiversity
- DM39 - Transport Requirements for New Development

## **OTHER RELEVANT DOCUMENTS**

**Holiday Accommodation SPD** – this document was adopted in November 2017. It identifies the protected holiday accommodation areas within the town and provides advice to expand upon the provisions of Policy CS23 of the Core Strategy.

**Blackpool Retail, Leisure and Hotel Study 2018** - this document was approved by the Council's Executive Committee on 16th July 2018.

## **ASSESSMENT**

### **Principle**

The application site falls within a Holiday Accommodation Area as identified in the Council's Holiday Accommodation SPD. Policy CS23 of the Core Strategy makes it clear that, within these areas, proposals for new holiday accommodation will be supported. Although the Blackpool Retail, Leisure and Hotel Study does not identify a quantitative or qualitative need for additional hotel provision beyond those committed in the town centre, in this case the site is a prominent gap on the Promenade and the Main Holiday Accommodation Promenade frontage and the scheme would offer significant regeneration benefits to this part of the Promenade. The hotel element of the proposal is therefore considered to be acceptable in principle.

The scheme has been amended since first submission at officer request. Initially two sizeable café/restaurant uses were proposed at ground floor level with no means of direct access into these units from the hotel. Given this configuration, the units proposed could not possibly have been considered to be ancillary. Cafes and restaurants are main town centre uses and so national and local planning policies direct them to defined and established shopping centres. Ordinarily, a successful application for a café/restaurant use in an out-of-centre location such as the application site would need to demonstrate compliance with the sequential test, and show that it would not have an unacceptable impact upon the vitality and viability of existing centres. In this case, however, the scheme has been changed to propose a single restaurant/café unit with direct access from the hotel lobby.

The application proposes 97 guest bedrooms and this level of provision would support a sizeable dining area. It is recognised that the café/restaurant would have a significant Promenade frontage including external two points of access. As such, the unit is likely to be patronised by customers who are not resident at the hotel. However, it must also be noted that part of the total unit size of 272sqm would have to be given over to kitchen, storage, staff welfare and toilet facilities, thereby reducing the size of the dining area. On this basis, and given the provision of a direct, double-doored access from the main hotel lobby, it is judged that the café/restaurant unit proposed can reasonably be considered to be ancillary to the main hotel use. It is noted that a unit of the size proposed would trigger a requirement for an impact assessment under draft Policy DM16 of the emerging Local Plan Part 2. However, as this document is at an early stage of development little weight can be attached to it, and so it would be unreasonable for the Council to require such an



assessment. As such, the café/restaurant use proposed is considered acceptable in this location as part of the wider development proposed.

### **Amenity**

A key objective of the Council's Core Strategy, as reflected in Policy CS21, is the physical and economic regeneration of Blackpool's Resort Core and Town Centre to strengthen the town's appeal as a visitor destination. It is therefore important to ensure that new visitor accommodation is of a high standard in order to meet modern tourist expectations.

The hotel proposed would be operated by EasyHotel. It is acknowledged that a planning permission is granted in respect of a site rather than a company but the identity of the applicant has driven the format of the proposal in this case. Thirty-one of the hotel bedrooms proposed would not have a window. This was a point of officer concern and the applicant has sought to provide reassurance with regard to quality. It is understood that the EasyHotel brand has a portfolio of 36 hotels and over 3,300 rooms and that window-less rooms are a standard part of their provision. The chain's bedrooms are smaller than other budget brands but the quality is still argued to be high with air-conditioning to all rooms. The EasyHotel approach means that the company can offer prices 33%-50% lower than other budget companies. Within the UK there are EasyHotels in London, Edinburgh, Birmingham, Glasgow, Manchester, Liverpool, Sheffield and Ipswich and planning permission has been granted for schemes in Leeds and Cardiff. The company also operates in Switzerland, the Netherlands, Germany, Hungary, Bulgaria, Belgium and the UAE. Photographs showing the rooms without windows have been provided. Overall, the quality of accommodation is considered to be acceptable.

The site falls within a section of the Promenade safeguarded for holiday use. Given the nature of existing businesses, the area has a lively and active character and background noise levels are significantly higher than would be experienced in a traditional residential area. As such the development of the site as a hotel and ancillary café/restaurant is not anticipated to have an unacceptable impact on the amenities of nearby residents and visitors due to activity.

The building proposed is sizeable and would sit between 18.5m and 19.5m from the main rear elevations of the properties fronting Bolton Street. The Council typically expects two-storey properties to be separated by at least 21m to safeguard levels of light and privacy. The properties fronting Bolton Street are three-storeys in height and the rear elevation of the hotel proposed would be five-storeys in height. The records available to the Council indicate that nos. 55-59 Bolton Street are used as eleven flats and that there is also an upper floor flat at no. 61 Bolton Street. As such the building would significantly over-shadow the existing properties and would have the potential to compromise privacy.

Although the site is currently cleared, it is recognised that it was formerly developed up to the rear boundaries and to a significant height. Historically the area has developed to have a very tight built form with little space between properties. Furthermore, any substantive redevelopment of the site would be likely to impact upon levels of light to the properties at the rear. A condition could be imposed on any permission granted to require the agreement

of a treatment to the rear facing windows to safeguard privacy such as one-way film or glazing or obscure glazing at lower level. Nevertheless, the impact on residential amenity through loss of light weighs notably against the proposal.

### **Visual and Heritage Impact**

The properties along this stretch of the Promenade have been significantly extended and altered over the years such that there is no clear architectural vernacular for any new development to comply with. Nevertheless, Policies CS7 and LQ1 require a high-standard of design and this is particularly important on the Promenade which can be considered to be Blackpool's shop-front. Saved policy LQ4 of the Local Plan requires new buildings on the Promenade to be at least four-storeys in height. The building proposed would be five and so this requirement would be met. Given the prominence of the location, significant consideration has been given to the design and appearance of the building. In particular officers were keen to ensure that the visual bulk of the building was minimised, and that it would not dwarf its neighbours.

To this end the applicant has proposed set-back wings to each side and a set-back top floor. The side wings would be staggered in height with a three-storey element to the front and a four-storey element behind. The side wing to the south would sit partly 1.4m below and partly 1.6m above the immediate neighbour. To the north the three and four-storey elements would sit 2.2m and 5.2m respectively above the adjoining property but would have a similar relationship to the properties beyond as with that to the south. The five-storey elements of the side wings would be set away from the edge of the building. Roof-top plant would be set well away from the edges of the roof and would be screened by louvres. This variety of heights and sections is considered to effectively break up the massing and visual scale of the building.

The ground floor would project forward slightly to the front and five tapered, vertical fins are proposed across the frontage above ground-floor columns. The windows would be well set-back with sloping sills and all of the fenestration would align. Notwithstanding the information submitted, conditions could be attached to any permission granted to agree the details of the materials and detailed sections of the frontage to ensure that recessed features are set-back to a meaningful degree. Considered as a whole it is felt that the building frontage would offer appropriate visual depth and interest. The side and rear elevations proposed are less detailed but the conditions proposed would ensure that they would be visually acceptable.

The Council's Built Heritage Officer has considered the scheme and the potential impact upon the setting of the nearby Dutton Arms public house which is a locally listed building. The design is considered to be acceptable and appropriate in the setting and no objection is raised. As such the scheme is judged to sustain the value of the Dutton Arms as a heritage asset. Both the Built Heritage Officer and the Council's Head of Highways and Traffic Management have requested that the front forecourt be enclosed to reflect the original built form of the Promenade and to prevent vehicle access. An appropriate forecourt enclosure could be secured through condition. Conditions could also be imposed to require

the agreement of appropriate landscaping features on the forecourt, boundary treatments to the rear and a lighting scheme for the building.

The scheme includes the demolition of the existing garage on Commercial Street. This is a period building of art-deco design which has some architectural merit. It has, however, been amended at ground floor level to accommodate the current commercial use and has not been considered of sufficient value to be locally listed. As such, whilst its loss is unfortunate, it does not weigh notably against the proposal.

In light of the above and on balance, the design of the building is considered to be acceptable. Subject to the conditions listed below, no unacceptable visual impacts or impacts on the heritage value of nearby assets are anticipated.

### **Access, Highway Safety and Parking**

The scheme has been considered by the Council's Head of Highways and Traffic Management and Transport Policy team. The submitted Transport Assessment, framework Travel Plan and Management Strategy are considered to be of a good standard. The proposed access to the rear is considered to be acceptable but a delivery strategy should be agreed through condition. A number of highway works would also be required and these could be secured through condition.

The application proposes only ten parking spaces to the rear of the site to serve the development. Two of these would be accessibility spaces. The Council's adopted standards would require maximum provision of between 67-88 spaces based on the site being considered to be highly accessible. It is recognised that this could not practicably be provided on site. Public car parking is available in the wider area, including along Seasiders Way to the east, and the site is easily accessible by bus and tram. The future connection of Blackpool North train station to the tram network would further improve accessibility. Customers of the hotel would be made aware of the lack of on-site parking when booking and so could reasonably be expected to make alternative parking arrangements if required. The Head of Highways and Traffic Management has reviewed the information submitted and has raised no objections with regard to parking. On this basis the limited parking provision on site is considered to be acceptable.

### **Flood Risk and Drainage**

The site falls within flood zone 3. As required the applicant has submitted a site-specific flood risk assessment (FRA) but no compliance with the sequential or exceptions tests has been demonstrated. However, even if sequentially preferable sites were available for the development proposed, the Council would nevertheless support development on the application site given its prominence and in order to secure the regeneration benefits that would come from bringing it back into active, beneficial use. On this basis, it is not considered necessary or reasonable to expect the developer to undertake a full sequential appraisal. The type of development proposed falls into the classification of 'more vulnerable' and it is for this reason, given the site's flood zone 3 location, that the exceptions test must be met. It is less vulnerable uses would be acceptable in this location on planning

policy grounds. As stated, the redevelopment of the site is considered to be desirable in order to deliver wider regeneration benefits and support the town's visitor economy. The benefits of the scheme are therefore considered to be sufficient to outweigh the identified flood risk and so the scheme would pass the first part of the exceptions test. As the submitted FRA is considered to be acceptable, and as the proposed development could be made safe from flood risk, the second part of the exceptions test is met. As officers have undertaken this assessment, no additional work on the part of the applicant is considered necessary.

Within the submitted FRA the applicant has proposed foul and surface-water drainage schemes for the site. Foul drainage is not a matter for planning consideration and is instead managed by United Utilities. The surface water drainage scheme and management proposals contained within the FRA have been considered by the Council's drainage officer and are judged to be acceptable. Appropriate conditions could be imposed on any permission granted to secure the necessary drainage works. A condition could also be imposed to ensure that the development proceeds and is operated in accordance with the flood resistance and resilience measures recommended in the FRA. On this basis and subject to the imposition of appropriate conditions, no unacceptable flood risk or drainage issues are identified.

### **Other Issues**

Refuse would be stored at the rear of the site and would be collected from the rear access point.

There are no trees or other features of ecological value and so no impacts on biodiversity would result.

Policy CS10 of the Core Strategy requires all non-residential developments of 1,000sqm or more to achieve a BREEAM rating of 'very good'. A Sustainability and Energy Statement that includes a BREEAM pre-assessment has been submitted with the application and identifies the proposal as having the potential to achieve the requisite 'very good' rating. A condition could be attached to any permission granted to require evidence of compliance to be submitted.

Given the scale of development, no unacceptable impacts on air quality are anticipated. Geo-technical reports have been submitted with regard to potential land contamination and the Council's Environmental Protection team have considered these and raised no comment. This document recommends that a phase II intrusive geo-environmental assessment is carried and this could be secured through condition. Water quality would be safeguarded through the agreement of a Construction Management Plan.

### **Sustainability Appraisal and Planning Balance**

Sustainability comprises economic, environmental and social components.

Economically the proposal would redevelop a prominent, vacant site on the Promenade for visitor accommodation and would therefore support the regeneration and improvement of Blackpool as a tourism destination. This weighs strongly in favour of the scheme. Some limited employment would be generated during construction and some employment would be created through the operation of the hotel and café/restaurant use.

Environmentally the design of the proposal and the scale of development in this location is considered to be acceptable. No unacceptable impacts on biodiversity, drainage or environmental quality would result. The site is in a reasonably accessible location and so there is no reason to suppose that future users would be dependent upon private car use.

Socially the building proposed would have some impacts on residential amenity by virtue of over-shadowing and a potentially over-bearing presence and this weighs against the proposal. However, the redevelopment of the site for modern visitor accommodation would have wider social benefits through regeneration. No unacceptable impacts on highway safety are anticipated and no issues of flood risk are identified. As the proposed café/restaurant use would be ancillary to the hotel use proposed, no undue threat to the vitality and viability of the town centre is anticipated.

In terms of planning balance, the benefit to the regeneration of the resort as a tourist destination that would arise from the redevelopment of this prominent site to provide modern visitor accommodation, is considered to be significant and sufficient to outweigh the identified impacts on residential amenity. In reaching this view officers are mindful that any redevelopment of the site would be likely to have an impact on amenity through over-shadowing and that the previous buildings on the site would have similarly had an impact on the neighbours to the rear. On this basis and on balance, the proposal is judged to represent sustainable development.

## **CONCLUSION**

In light of the above, the proposal is judged to constitute sustainable development and no material planning considerations have been identified that would outweigh this view. As such, Members are respectfully recommended to grant planning permission subject to the conditions listed below.

## **LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION**

An agreement under s278 of the Highways Act would be required to secure the resurfacing of the footpath on Commercial Street and the provision of an appropriate dropped crossing.

## **FINANCIAL BENEFITS**

The development would generate some business rates but this consideration carries no weight in the planning balance.

## **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. This application is not considered to raise 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) 19/0056 which can be accessed via the following link:

<https://idoxpa.blackpool.gov.uk/online-applications/>

**Recommended Decision:** Grant Permission

## **Conditions and Reasons**

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

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

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

Site location plan ref. 4764-P2

Proposed site layout plan ref. 4764-P4 Rev B

Proposed ground and first floor plans ref. 4764-P5 Rev C

Proposed second and third floor plans ref. 4764-P6 Rev B

Proposed fourth floor and roof plans ref. 4764-P7 Rev C

Proposed elevations drawings ref. 4764-P8 Rev D

The development shall thereafter be retained and maintained in accordance with these approved details.

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

3. Notwithstanding the information shown on the approved plans, prior to any above ground construction taking place, the details of the materials to be used on the external faces of the building hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policies RR11, LQ1 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. Details of the surfacing materials to be used in the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority prior to the laying down of any final surface finishes and the development shall thereafter proceed in full accordance with these approved details.

Reason: In the interests of the appearance of the locality, in accordance with Policies RR11 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. Notwithstanding the information shown on the approved plans and prior to the commencement of any above ground construction taking place, detailed section drawings to show the degree of projection and recess of the different architectural features of the building, including the windows, doors, cills, columns and fins, shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with these agreed details.

Reason: In order to provide visual depth and interest in the interests of the appearance of the site and locality in accordance with Policies RR11, LQ1 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

6. (a) The windows to the rear elevation of the building hereby approved shall be obscure glazed to a level of 5 (where 1 is entirely transparent and 5 is entirely opaque) to a level of 1.8m above internal floor level and shall be non-opening.

(b) Prior to the commencement of any above ground construction, details of window treatments, including the provision of any internal blinds, nets or curtains, to protect the privacy of the occupants of the hotel bedrooms shall be submitted to and agreed in writing by the Local Planning Authority, and the development shall thereafter proceed in full accordance with these approved details.

(c) No external or internal window treatments, including the installation of blinds, nets or curtains, shall take place without the prior written approval of the Local Planning Authority.

Reason (a): In order to safeguard the privacy of the occupants of the properties to the rear and the occupants of the hotel bedrooms in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy BH3 of the Blackpool Local Plan 2001-2016.

Reason (b) and (c): Window treatments, including the use of blinds, nets and curtains can have a significant effect on the external appearance of a building. As the application site is in a prominent position on the Promenade within the Resort Core, this condition is considered necessary in the interests of the appearance and quality of the building and streetscene in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies RR11, LQ1 and LQ4 of the Blackpool Local Plan 2001-2016.

7. Prior to any part of the building hereby approved being first brought into use, details of the following shall be submitted to and agreed in writing by the Local Planning Authority, installed in full accordance with the approved details, and thereafter retained and maintained as such:

- (a) a means of enclosure to the front forecourt to prevent vehicle access and demarcate the boundary of the site.

- (b) fencing and gates to the rear area of the site.

Reason: In the interests of the appearance of the site and locality, in accordance with Policy RR11 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. Prior to any part of the building hereby approved being first brought into use, details of the following shall be submitted to and agreed in writing by the Local Planning Authority, installed in full accordance with the approved details, and thereafter retained and maintained as such:

- (a) provision of landscaping to the front of the building to include the appearance, dimensions and position of any planters and planting plans, specifications and schedules to include plant sizes, species and numbers/densities.

- (b) the appearance and position of any fixed items of street furniture such as bollards, benches, seating, tables or public art feature.

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



Reason: In the interests of the appearance of the site and locality, in accordance with Policy RR11 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. (a) Prior to the commencement of any above ground construction, details of an external lighting scheme for the site and building shall be submitted to and agreed in writing by the Local Planning Authority.

(b) The lighting scheme agreed pursuant to part (a) of this condition shall be installed in full and in full accordance with the approved details before any part of the building hereby approved is first brought into use and shall thereafter be retained and maintained as such.

Reason: In the interests of the appearance of the site and locality, in accordance with Policy RR11, LQ1 and LQ4 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

10. Prior to any part of the building hereby approved being first brought into use details of covered, secure cycle storage as shown on the approved site layout plans shall be submitted to and agreed in writing by the Local Planning Authority, installed in full accordance with the approved details and thereafter retained and maintained as such.

Reason: To enable access to and from the site by a sustainable transport mode, in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016 and Policy CS5 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

11. Prior to any part of the building hereby approved being first brought into use, the parking provision shown on the approved site layout plan shall be provided and shall thereafter be retained as such.

Reason: In order to ensure the provision of car parking on the site to meet the needs of the development in the interests of highway safety, in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

12. (a) Notwithstanding the information shown on the approved plan, no works shall commence until full details of the proposed vehicular and pedestrian access from Commercial Street into the site have been submitted to and agreed in writing by the Local Planning Authority.

(b) The access agreed pursuant to part (a) of this condition shall be provided to at least base course and in full accordance with the agreed details before any construction commences on site.

(c) The access agreed pursuant to part (a) of this condition shall be completed in full and in full accordance with the approved details before any part of the building hereby approved is first brought into use.

Reason: In order to ensure that safe and satisfactory access exists to the site during the construction period and during the lifetime of the development in accordance with the provisions of paragraph 108 of the NPPF and Policy AS1 of the Blackpool Local Plan 2001-2016.

13. Notwithstanding the information shown on the approved plans, no unit hereby approved shall be occupied until a scheme for the provision of off-site highway improvement works has been submitted to and agreed in writing by the Local Planning Authority and implemented in full and in full accordance with the approved details. For the purpose of this condition, this scheme shall include:

- new, amended or upgraded road markings
- provision of dropped kerbs
- any necessary resurfacing of the carriageway and footway
- review of streetlighting and provision or relocation of any necessary columns and lamps

Reason: In order to ensure that safe and satisfactory access exists to the site during the construction period and during the lifetime of the development in accordance with the provisions of paragraph 108 of the NPPF and Policy AS1 of the Blackpool Local Plan 2001-2016.

14. (a) Notwithstanding the information submitted, no part of the building hereby approved shall be first brought into use until a final travel plan has been submitted to and approved in writing by the Local Planning Authority. The 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.

(b) No part of the building hereby approved shall be brought into use prior to the implementation of the those parts of the Travel Plan approved pursuant to part (a) of this condition that are identified as being capable of being implemented prior to occupation first use.

(c) Those parts of the Travel Plan approved pursuant to part (a) of this condition that are identified therein as being capable of implementation after first use shall be implemented in accordance with the timetable therein and shall continue to be implemented as long as any part of the building hereby approved is in use.

Reason: In order to ensure appropriate provision exists for safe and convenient access by public transport, cycle, and on foot as well as by car, in accordance with

Policy AS1 of the Blackpool Local Plan 2001 - 2016 and Policy CS5 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

15. Prior to any part of the building hereby approved being first brought into use, a Servicing and Management Plan for the use and operation of the area of the site to the rear of the building shall be submitted to and agreed in writing by the Local Planning Authority and the uses hereby approved shall operate in full accordance with this agreed Servicing and Management Plan for as long as any part of the building hereby approved is in use. For the purpose of this condition, this plan shall demonstrate that the development will normally operate without vehicles needing to stand, load or unload on the highway.

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 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

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

- means of demolition
- hours and days of demolition and construction work for the development
- control of noise emanating from the site during the demolition and construction period
- dust mitigation measures during the construction period
- confirmation that no burning of waste or other materials will take place on site during the demolition and construction period
- means to prevent contamination of land or any surface and sub-surface water bodies from surface-water run-off during construction
- contractors' compounds and other storage arrangements
- provision for the secure storage of materials and equipment
- provision for all site operatives, visitors and demolition/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, dust and other similar debris on the adjacent highways
- the routing of construction traffic
- contact details for out-of-hours road sweeping contractor and an agreement of call-out

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

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

17. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

18. (a) Prior to the commencement of construction, the surface-water drainage scheme set out in the Flood Risk Assessment prepared by Simpson Consulting Engineers referenced P18-611 and dated 18 January 2019 shall be implemented in full.

(b) The surface-water drainage scheme set out in the Flood Risk Assessment prepared by Simpson Consulting Engineers referenced P18-611 and dated 18 January 2019 shall be managed and maintained in full accordance with the details set out in that document.

(c) Prior to any part of the development hereby approved being first brought into use, details of the entity responsible for the management and maintenance of the surface water drainage scheme shall be submitted to and agreed in writing by the Local Planning Authority and no change in the identity of this entity shall take place without the prior written approval of the Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage of surface water including appropriate management, and to manage the risk of flooding and pollution in accordance with the provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

19. The development hereby approved shall proceed and shall thereafter be operated in full accordance with the flood resistance and resilience measures set out in the submitted Flood Risk Assessment prepared by Simpson Consulting Engineers referenced P18-611 and dated 18 January 2019.

Reason: To safeguard the development against flooding and to ensure the development does not increase the risk of flooding elsewhere in accordance with the provisions of section 14 of the NPPF and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

20. Prior to the commencement of development;

(a) a scheme of site investigation into potential land contamination shall be submitted to and agreed in writing by the Local Planning Authority; and

(b) the scheme of site investigation agreed pursuant to part (a) of this condition shall be carried out in full and in full accordance with the approved details, and a report of the findings submitted to and agreed in writing by the Local Planning Authority; and

(c) In the event that remediation works are identified as being necessary through site investigation report required pursuant to part (b) of this condition, a scheme of remediation shall be submitted to and agreed in writing by the Local Planning Authority;

(d) Any scheme of remediation agreed pursuant to part (c) of this condition shall be carried out in full and in full accordance with the approved details, and a validation report verifying the remediation shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to safeguard future occupants of the site from potential land contamination in accordance with the provisions of paragraph 178 of the NPPF and Policy BH4 of the Blackpool Local Plan 2001-2016. This condition is required to be discharged prior to the commencement of development as any development on the site could prejudice proper site investigation or remediation.

21. (a) The development hereby approved shall proceed in full accordance with the submitted Sustainability and Energy Statement (including BREEAM assessment) prepared by Beechfield Consulting Engineers referenced 2018.252 and dated January 2019 such that the resultant building is capable of achieving a BREEAM rating of 'very good'.

(b) Prior to any part of the building hereby approved being first brought into use, confirmation of the BREEAM rating of the development shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the building is sustainable and energy efficient in accordance with the provision of Policy CS10 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

22. No bins or refuse shall be stored forward of the building hereby approved or taken to the front of the building to be emptied or collected.

Reason: In the interests of the appearance of the locality in accordance with the provisions of Policies RR11 and LQ1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

23. The cafe/restaurant unit hereby shown on the approved plans shall be operated as an ancillary part of the hotel hereby approved and shall at no time be used or operated separately or independently.

Reason: The cafe/restaurant is a Main Town Centre Use in an out-of-centre location but is considered to be acceptable as an ancillary part of a hotel development within the Resort Core. Independent use in the absence of full sequential and impact assessments would therefore be contrary to the provisions of section 7 of the NPPF and Policy CS4 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

**Advice Notes to Developer**

Not applicable

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Rev	Date	Description	By
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1 Brooklands Yard Southover High Street Lewes East Sussex BN7 1HU  
Tel. 01273 479434 www.axiomarchitects.co.uk

Client

**easyHotel**

Project

429-437 PROMENADE  
BLACKPOOL  
FY1 6BQ

Drawing

**EXISTING OS EXTRACT 1:1250**

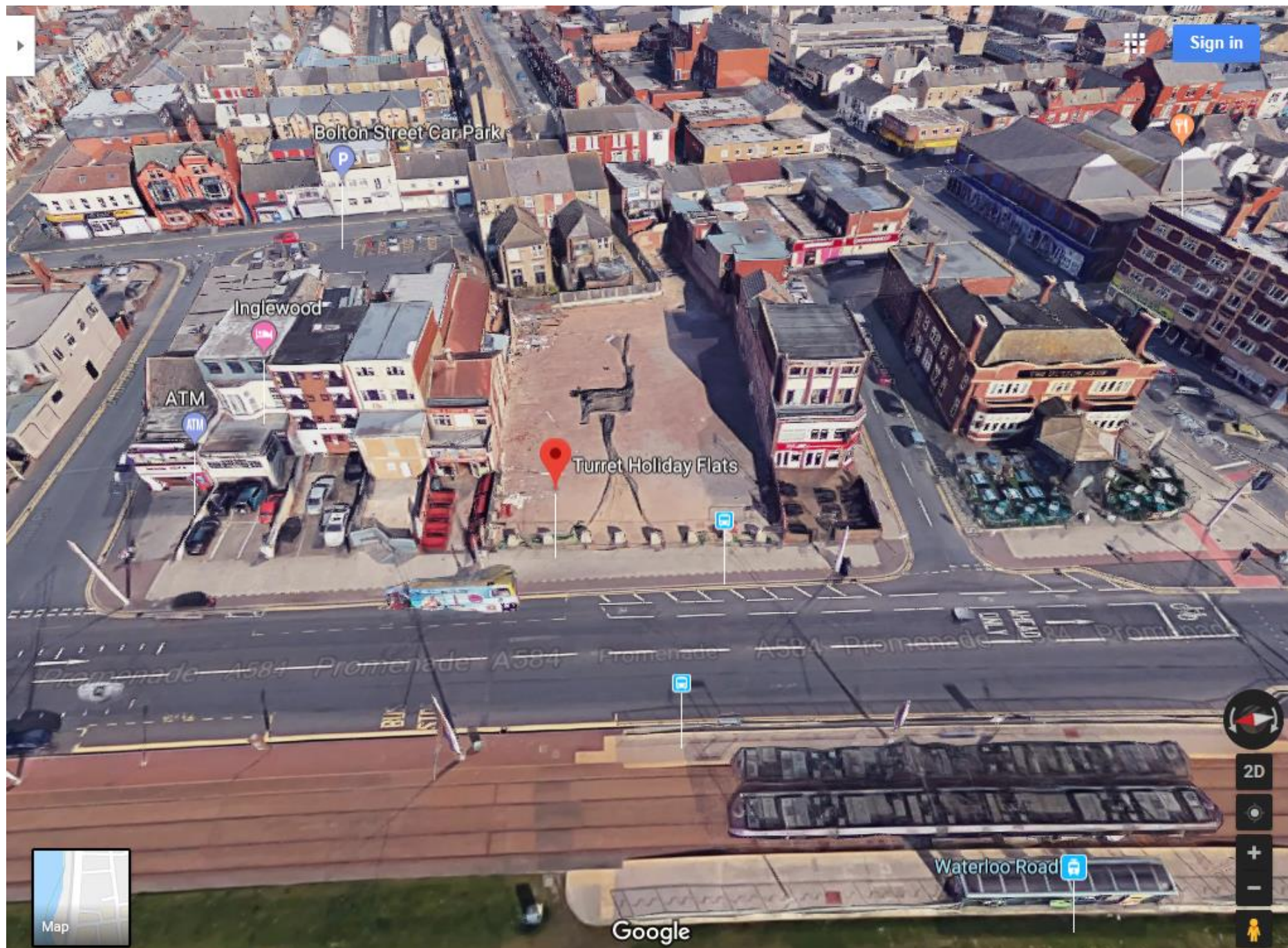
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1:1250 @ A3	PLANNING	23.10.18	NW	

Drawing No. Revision

**4764-P1**

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**COMMITTEE DATE:** 02/04/2019

**Application Reference:** 19/0127

WARD: Brunswick  
DATE REGISTERED: 25/02/19  
LOCAL PLAN ALLOCATION: No Specific Allocation

APPLICATION TYPE: Full Planning Permission  
APPLICANT: Mr John Blackledge

**PROPOSAL:** Erection of single storey rear extension and rear dormer.

**LOCATION:** 4 MERE ROAD, BLACKPOOL, FY3 9AT

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**Summary of Recommendation:** Grant Permission

## **CASE OFFICER**

Miss. S. Parker

## **INTRODUCTION**

The application is being reported to the Committee as the applicant is a senior officer in the Council.

## **BLACKPOOL COUNCIL PLAN 2015 -2020**

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

## **SUMMARY OF RECOMMENDATION**

The proposal has been changed since first submission to respond to some officer concerns and is now considered to be acceptable. No adverse impact on the residential amenities of neighbours is anticipated and the design of the scheme is judged to be satisfactory. As such, the scheme is considered to represent sustainable development and Members are respectfully recommended to grant planning permission subject to the conditions listed at the end of this report.

## **SITE DESCRIPTION**

The application relates to no. 4 Mere Road in Blackpool which is a semi-detached bungalow with accommodation in the roofspace on the northern side of the road. To the front the properties have a shared, central gable with two windows that serve the roofspace

accommodation on either side. At the rear of the bungalow the roof varies in pitch to accommodate a single-storey projection. The rear elevation is staggered between three elements. There is a central section covered by the lower part of the pitched roof that projects beyond the side elements. The roof-height at the end of this central section falls below head height. To either side of this central section are projections that are covered by the lower part of the pitched roof. The section to the east runs level with the side of the house but the section to the west finishes short of the boundary. There is a recessed section between the pair of semis that straddles the party boundary. The neighbouring property to the west that would be most affected by the development proposed largely mimics the form of the application property but has an extension on the far side of the central projection. There is a habitable room window on the projecting section closest to the boundary.

The site is not otherwise subject to any designations or constraints.

### **DETAILS OF PROPOSAL**

The application seeks planning permission for a single-storey rear extension and a rear dormer. The extension would project 4m from the original rear wall of the property at its furthest extent. It would extend 1.9m beyond the existing single-storey projection on the eastern side of the elevation. The extension would have a flat roof with a central glazed lantern. The height to the top of the parapet wall would be 2.8m. The extension would have a blank side elevation facing towards no. 2 Mere Road. The rear elevation would include bi-fold patio doors and a long window would face towards no. 6 in the other side elevation. The elevation would be rendered to match the finish of the existing dwelling.

The dormer would sit above the extension and have a dual-pitch roof. It would be 2.2m wide. It would sit down from the roof ridge by 0.7m and project from the roof plane by 3m. Rooflights would be installed on either side and a window would be provided within the rear-facing face. The dormer would be tile hung in tiles to match those of the main roof.

Internally the works would allow the reconfiguration of the ground floor to create an open-plan kitchen-dining area, a wet room and a utility room. At upper floor level it would enable the provision of an en-suite facility to the master bedroom.

### **MAIN PLANNING ISSUES**

The main planning issues are considered to be:

- the impact on residential amenity
- the design of the scheme and its visual impact

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

### **CONSULTATIONS**

None

## **PUBLICITY AND REPRESENTATIONS**

Neighbours notified: 27 February 2019

No representations have been received in time for inclusion in this report. Any comments that are received in advance of the meeting will be reported through the update note.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

The revised National Planning Policy Framework (NPPF) was published in July 2018 and updated in February 2019. It retains the key objective of achieving sustainable development and hence there is a presumption that planning applications proposing sustainable development will be approved. It provides advice on a range of topics and is a material planning consideration in the determination of planning applications. Section 12 that seeks to achieve well-designed places and paragraphs 124, 127 and 130 in particular are most relevant to this application.

## **BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY**

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. Policy CS7 which relates to the Quality of Design is most relevant to this application.

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

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is adopted.

The following policies are most relevant to this application:

- LQ1 Lifting the Quality of Design
- LQ14 Extensions and Alterations
- BH3 Residential and Visitor Amenity

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

The Blackpool Local Plan Part 2 has been subject to an informal consultation exercise and will be subject to formal consultation later this year. At this point in time limited weight can be attached to the proposed policies. Draft Policy DM19 on Extensions and Alterations is most relevant to this application.

## **OTHER DOCUMENTS**

Extending Your Home Supplementary Planning Document (SPD) - this document was adopted in November 2007 and sets out the Council's standards in respect of domestic extensions.

## **ASSESSMENT**

### **Principle**

There are no planning policies that would preclude the extension of the property in principle.

### **Amenity**

The Extending Your Home SPD is permissive of single storey rear extensions that project by 3m from the rear wall of the neighbouring property plus the set-off distance from the shared boundary. The extension would project 4m beyond the recess between the application property and no. 2 Mere Road, and 3.3m beyond the wall containing the neighbouring window. As the recess serves no function and offers no amenity value, it is considered reasonable to assess the impact of the proposal based on the projection beyond the neighbouring window. The extension would be set away from the boundary by 0.15m and the window to the neighbour is set away from the boundary by at least 0.6m. As such, the projection of 3.3m in itself is considered to be acceptable. The scheme has been amended since first submission to reduce the height of the extension from 3.3m to 2.8m through the removal of a parapet wall. It is now considered to be acceptable and no over-bearing impact on the neighbour is anticipated. As the extension would sit to the east, and as the neighbouring window faces north, no material loss of daylight or sunlight would be expected. No windows are proposed in the elevation facing this neighbour and so privacy would not be affected. As such, there would be no unacceptable impact on the amenities of the adjoining neighbour at no. 2 Mere Road.

The extension would be set some 3.4m from the boundary with no. 6 Mere Road. A long picture window is proposed in this elevation. There is an existing, clear-glazed window in the side elevation of the neighbour's property. However, there is a standard 1.8m high boundary fence between the properties and this is considered sufficient to safeguard privacy. On this basis and given the separation distance, no unacceptable impacts on the amenities of this neighbour are anticipated.

The application property has a rear garden of reasonable length and is set at an angle to the rear elevations of the properties fronting Forest Gate. These properties also have sizeable rear gardens. The extension proposed would have bi-fold patio doors in the rear elevation but, given the separation distances involved, no unacceptable impacts on the residential amenities of the neighbours to the rear would result.

The dormer proposed would have roof-lights on either side of the pitched roof and a picture window to the rear. An additional roof-light is also proposed in the existing rear roof plane. The dormer would provide an en-suite bathroom and the roof-light in the main roof would

serve a stairway. As the roof-lights would be high-level they would not easily afford a view out towards the neighbours and so no undue impacts on privacy are expected. The picture window proposed to the rear would be obscure glazed to protect the privacy of the application property, and this would also protect the privacy of the neighbours to the rear. The dormer proposed would not project beyond the existing main rear wall of the property, but there is an existing roof-light on the adjoining property relatively close to the boundary. However, as the dormer would sit directly to the east of this roof-light, and as the roof-light itself faces north, any loss of daylight and sunlight would be very limited. As such, the dormer is not anticipated to have any unacceptable impacts on residential amenity.

The application property would continue to benefit from a reasonable level of outdoor amenity space if the extension proposed were constructed.

### **Visual Impact**

The extension proposed would have a flat roof with a glazed central lantern. Bi-fold patio doors would be provided in the rear elevation and the side elevation facing into the garden would have a long picture window. The extension would be rendered to match the existing house. This design approach is considered to be acceptable. Previously the height of the extension was considered to be excessive and visually over-dominating but the reduction in height of 0.5m has resolved this concern. The extension would still project above the existing eaves level but it must be acknowledged that the property is of period design and that the existing projection to the rear has a particularly low eaves level. The extension would not be visible other than from the immediately surrounding properties. The proposed fenestration is typical of a domestic extension and would not appear at odds with the appearance of the existing property. As such, following the reduction in roof height, the design of the extension is considered to be acceptable.

The dormer proposed would have a dual-pitched roof. It would be well set-down from the roof ridge and in from the sides of the roof. The Council's SPD expects dormers to take up no more than 35% of the roof-plane in which they sit and the dormer proposed would easily meet this requirement. There would be no windows for the proposed picture window to align with or replicate other than the roof-lights and patio doors and so the design is considered to be acceptable. Since first submission the dormer has been set up from the eaves and this has made it appear suitably visually subordinate within the roof plane. Consequently and as a result of this amendment, the appearance of the dormer is considered to be acceptable.

### **Other Issues**

The extension would not increase bedroom numbers at the property and so no increase in parking demand is anticipated. The proposal would have no impact on access or existing parking provision. No highway safety impacts are expected.

The site falls within flood zone 1 and so there is no requirement for the applicant to provide a flood risk assessment or demonstrate compliance with the sequential or exceptions tests. Drainage would remain as existing. As such no drainage or flood risk issues are identified.

The proposal would not affect any trees or features of ecological value and so no unacceptable impact on biodiversity would result.

No impacts on environmental quality are anticipated and it is not considered that the development would be at undue risk from such.

### **Sustainability and planning balance appraisal**

Sustainability comprises economic, environmental and social components. The scheme is not considered to have an economic impact. Environmentally the scheme would not have an unacceptable impact on biodiversity or environmental quality and would be visually acceptable. No material impacts on surface-water drainage are anticipated. Socially, the development proposed would not have an unacceptable impact on residential amenity. It would not be at undue risk from flooding or exacerbate flood risk elsewhere and no highway safety issues would result. As such and on balance the proposal is considered to represent sustainable development.

### **CONCLUSION**

The scheme has been amended notably since first submission and is now considered to be acceptable. It is judged to represent sustainable development and no material planning considerations have been identified that would outweigh this view. As such and subject to the conditions listed below, Members are respectfully recommended to approve the application.

### **LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION**

Not applicable.

### **FINANCIAL BENEFITS**

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 19/0127 which can be accessed via this link:

<https://idoxpa.blackpool.gov.uk/online-applications/>

**Recommended Decision:** Grant Permission

### **Conditions and Reasons**

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

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

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

Existing and Proposed Floor Layouts and Elevations Plan ref. 19-06-01 Rev A

The development shall thereafter be retained and maintained in accordance with these approved details.

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

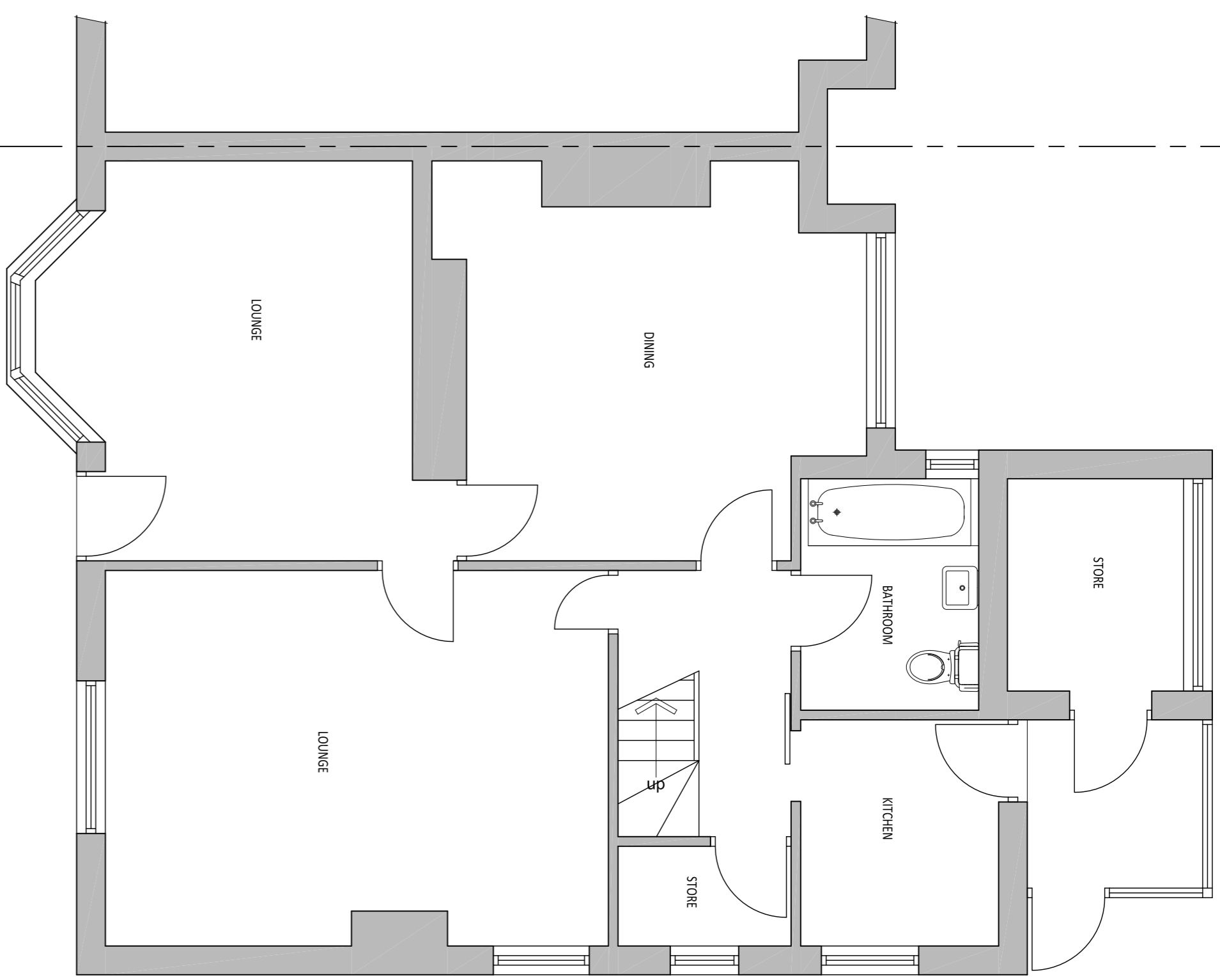
3. The materials to be used on the extension and dormer hereby approved shall match those of the existing property in colour, size, texture and design unless otherwise first submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of the appearance of the locality, in accordance with Policy LQ14 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

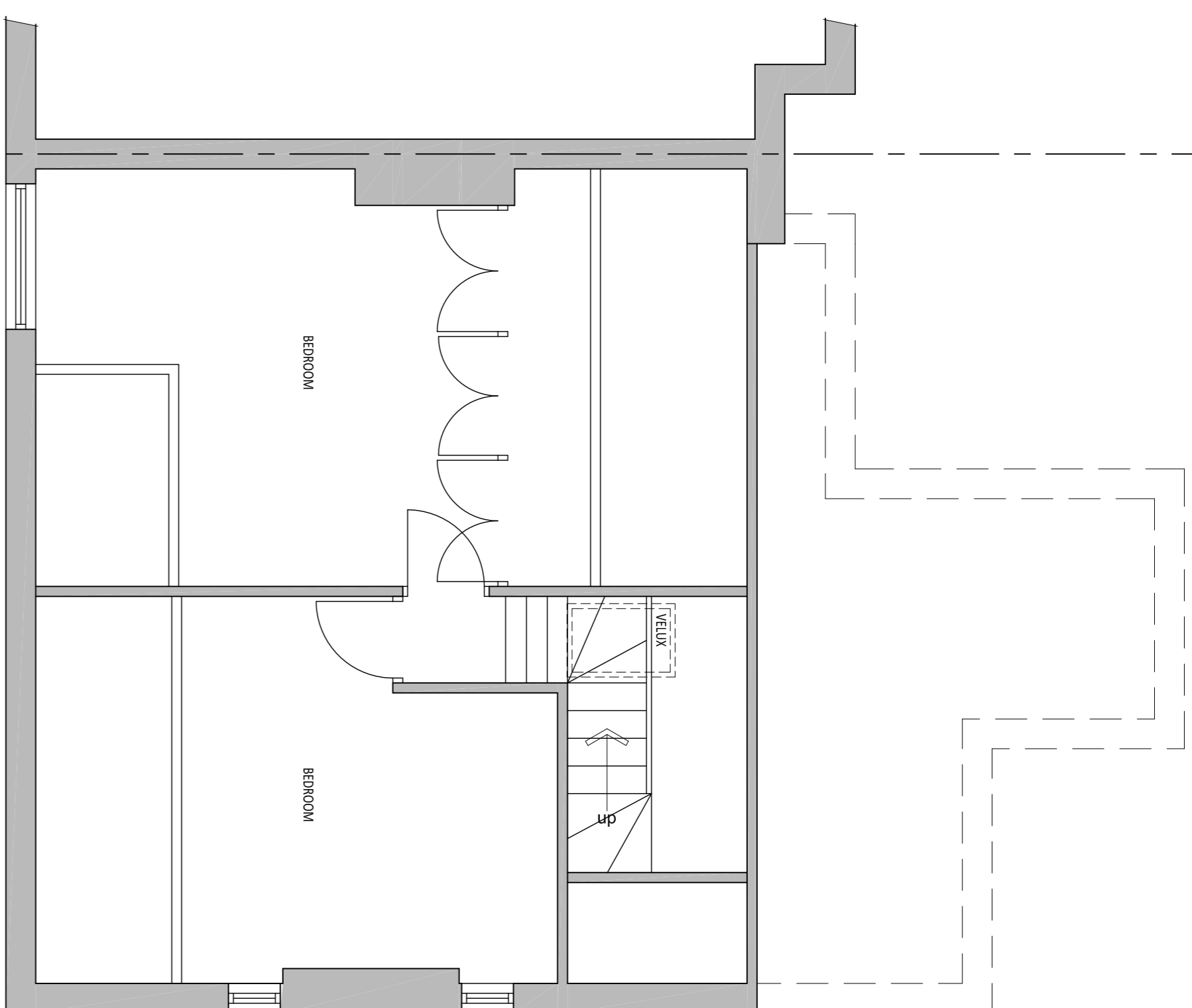
### **Advice Notes to Developer**

Not applicable

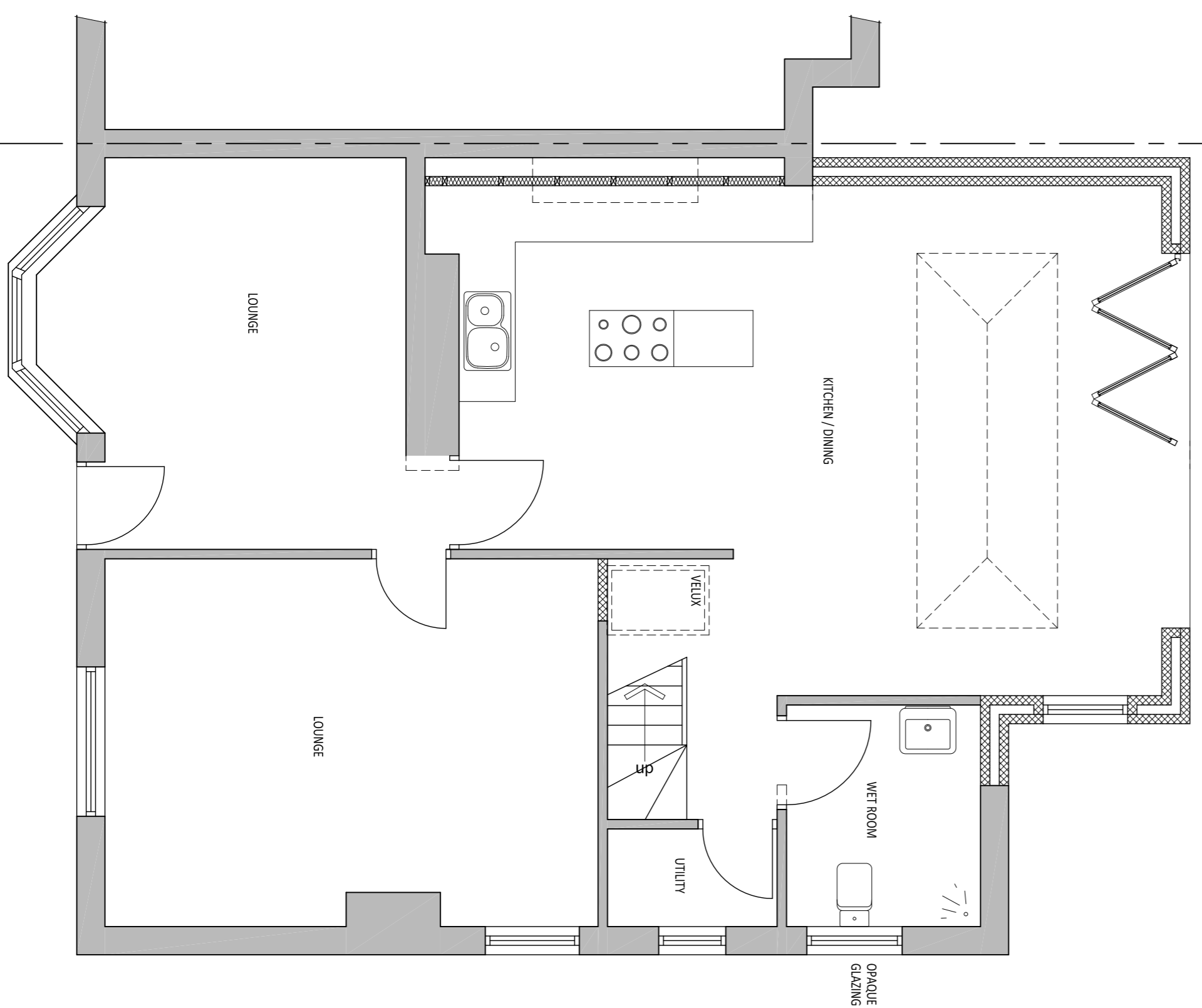
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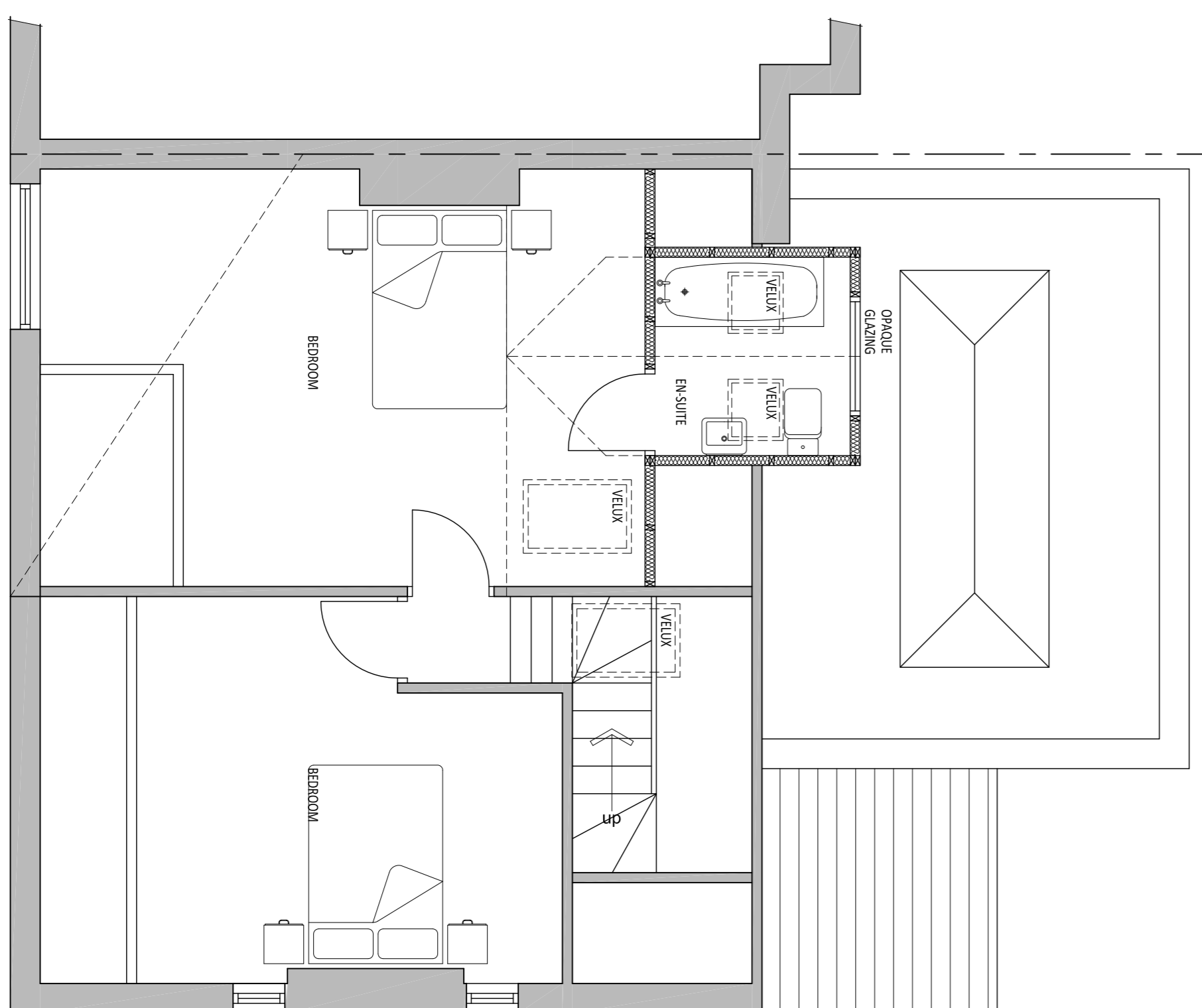
Existing Ground Floor Layout



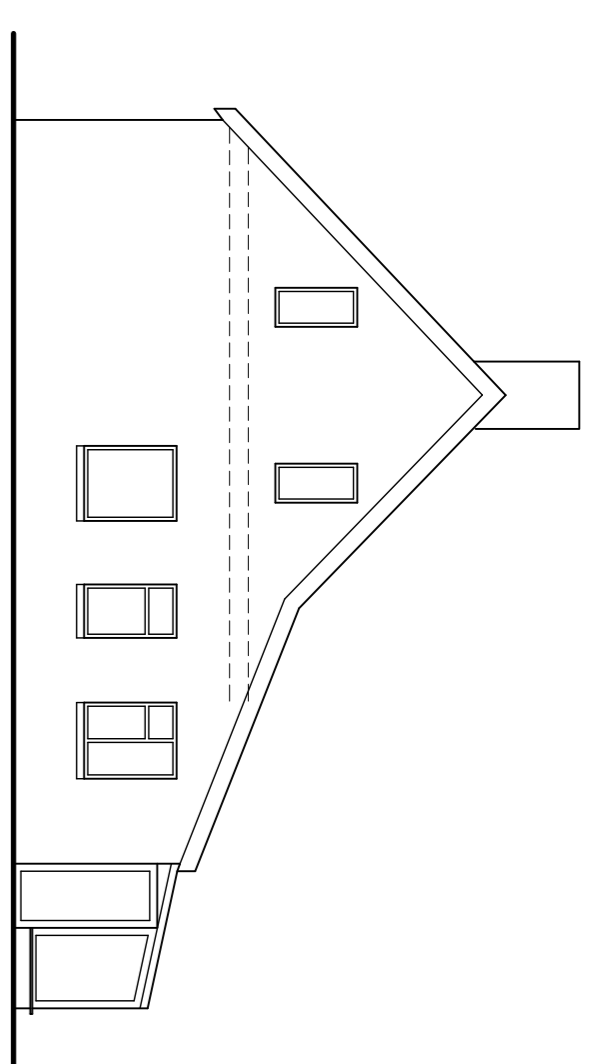
Existing First Floor Layout



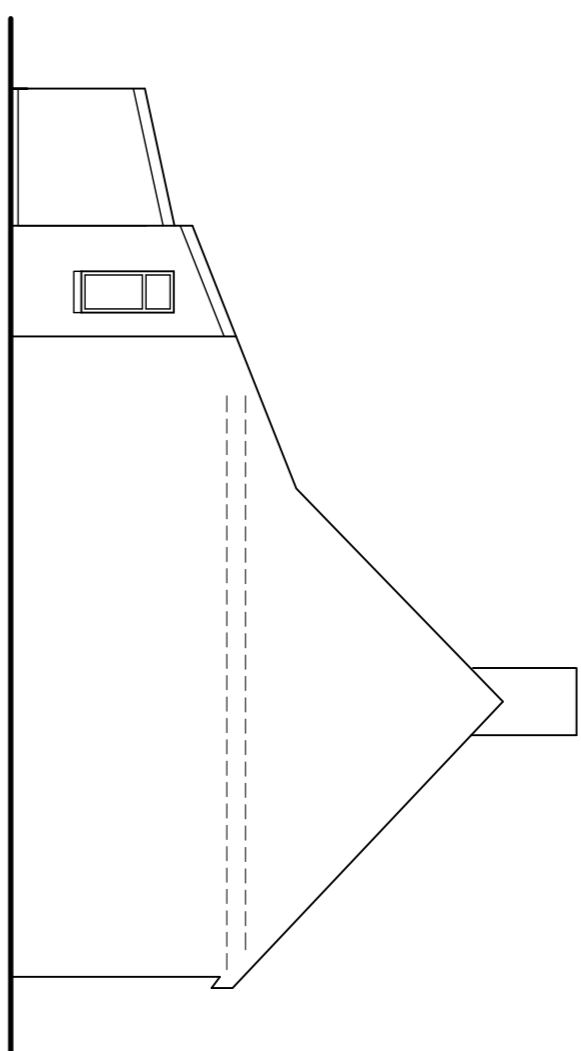
Proposed Ground Floor Layout



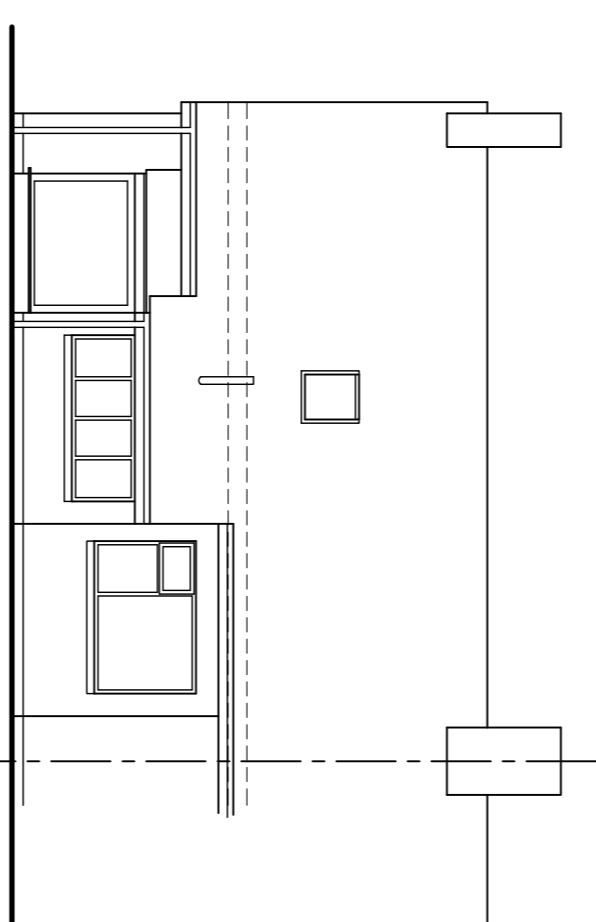
Proposed First Floor Layout



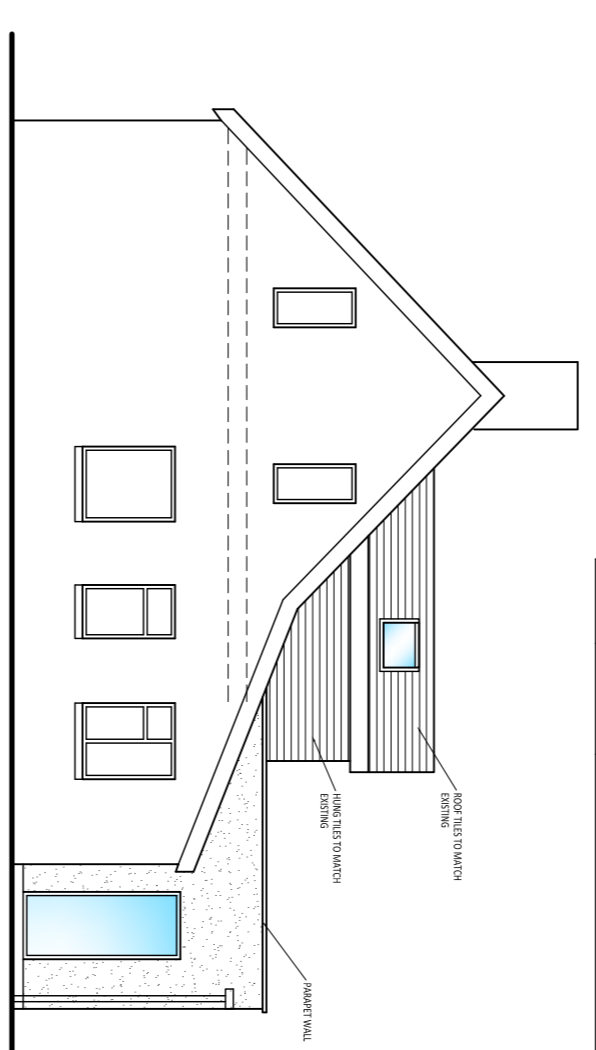
Existing Side Elevation



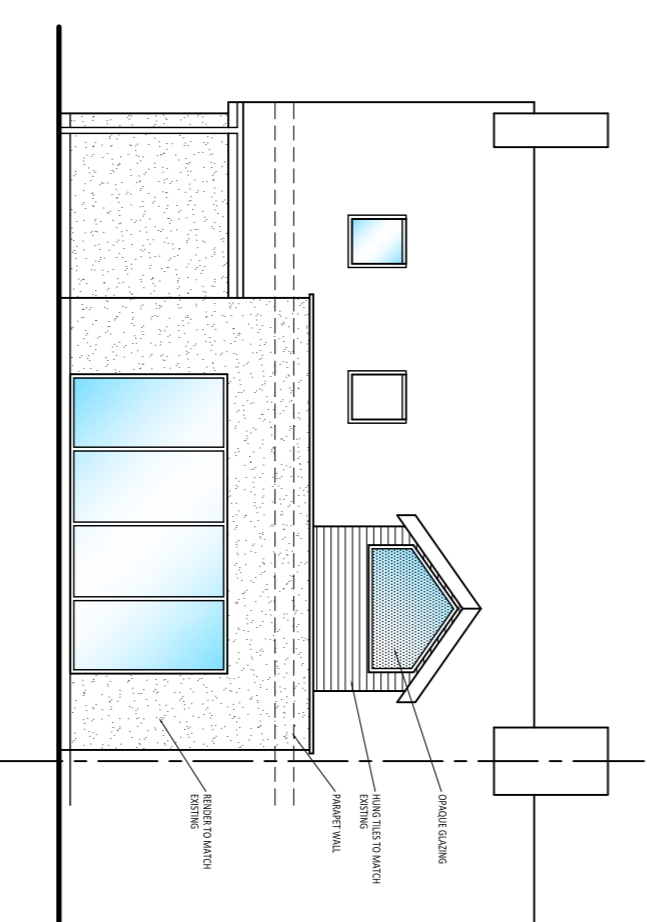
Existing Side Elevation



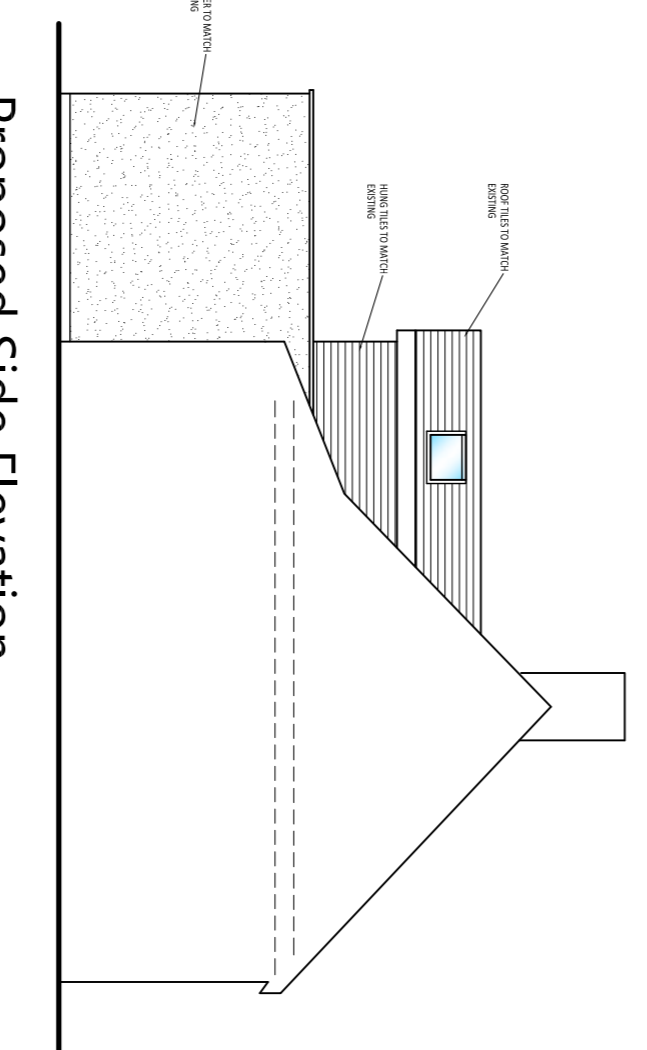
Existing Rear Elevation



Proposed Side Elevation

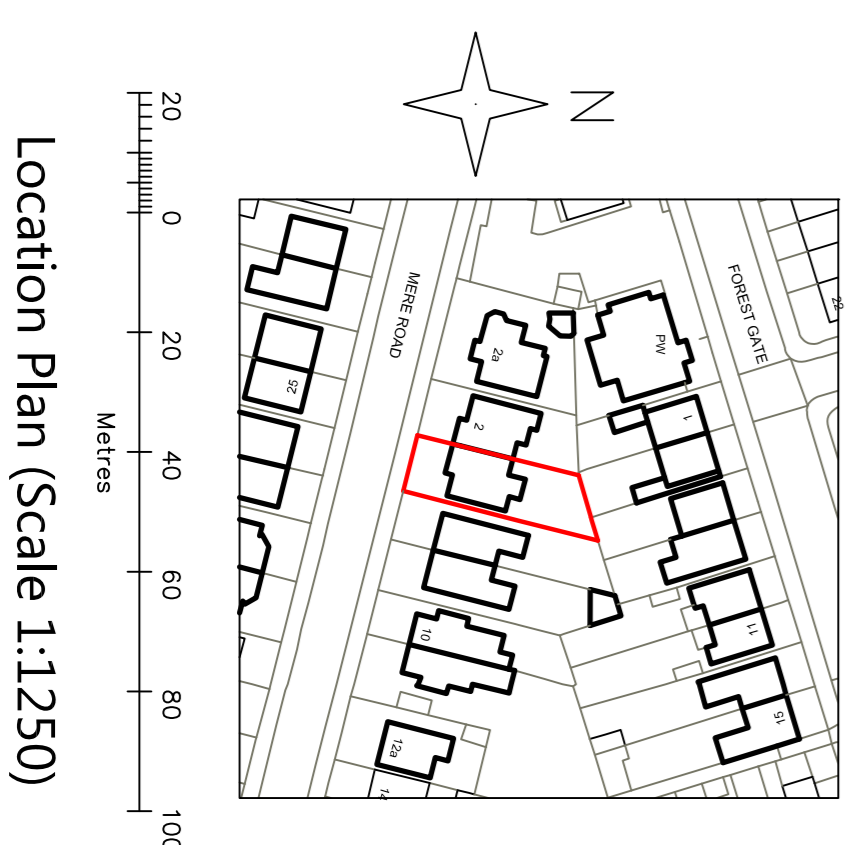


Proposed Rear Elevation



Proposed Side Elevation

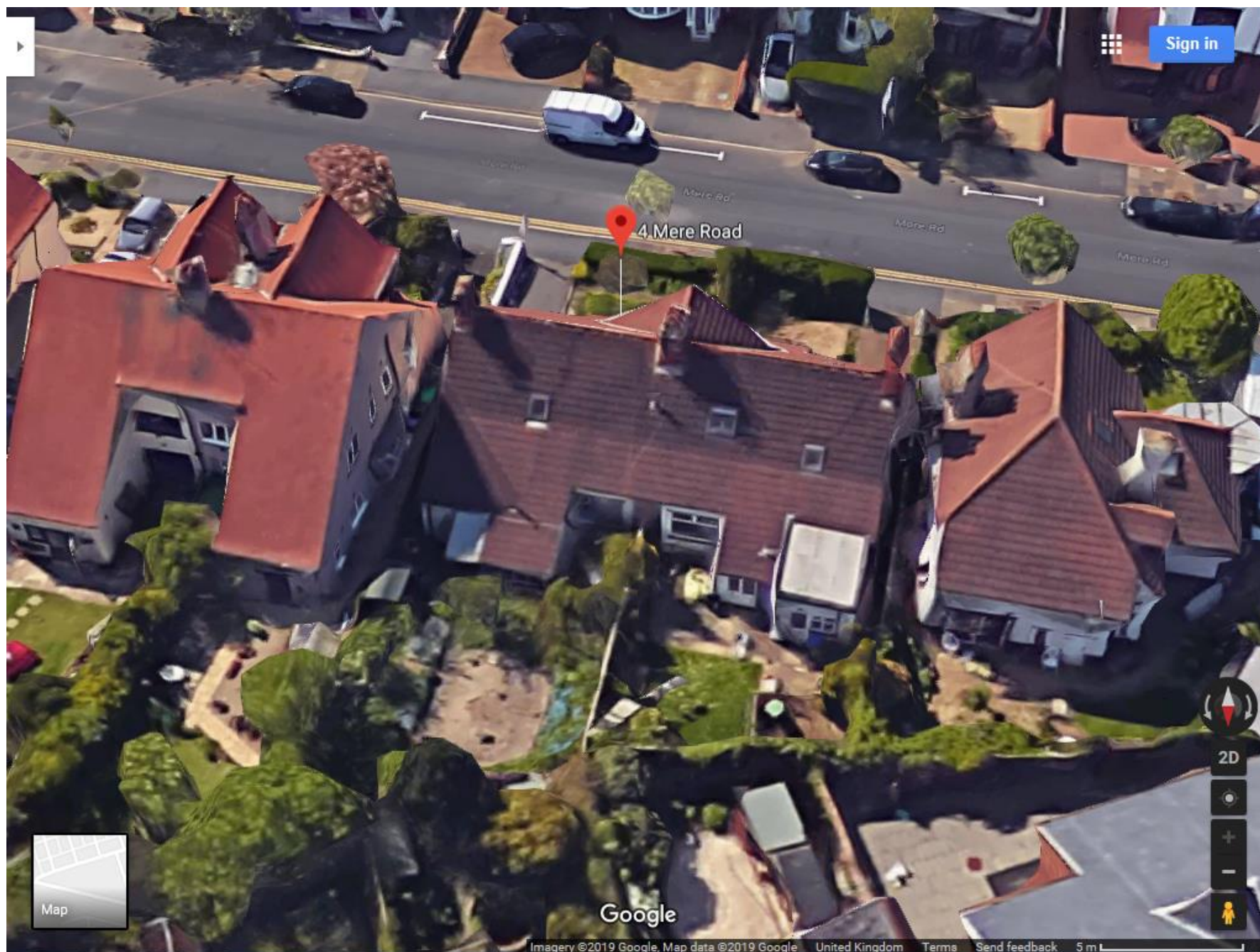
Drawn By: SC	Date: 26.01.2019	
Checked By:	Date:	
Drawing Status: <b>Planning</b>		
Drawing scales: <b>1:100, 1:50 @ A1</b>		
<p>This drawing is to be read in conjunction with all engineers and specialist drawings being with all relevant specifications. All permissions &amp; approvals are to be obtained prior to commencement of any works on site. All girders, dimensions, building lines, etc. are to be checked carefully on site prior to the commencement of any work. All workmanship and materials shall comply with current Building Regulations, British Standards, Codes of Practice and N.I.F.C. requirements. All materials shall be fixed, applied or made in accordance with the manufacturer's specifications and all materials shall be suitable for their purpose. Dimensions are not to be scaled from this drawing. Any discrepancies between the information given by engineers and the specifications must be brought to the attention of the designer prior to the commencement of any work. Where it is required that inspection be made by the local authority this shall be arranged by the contractor to suit their programme. The contractor shall comply with the health and safety requirements as set out by the CDM Regulations, the Health and Safety Executive. Prior to commencing work the contractor shall carry out an initial site survey and submit a programme of work to the designer. The designer shall be responsible for the proper execution of the works, to the satisfaction of the 'inspector' whether indicated on the drawing or not.</p>		
Rev.	Date	Description



Location Plan (Scale 1:1250)

TEL 07728019443 email - <a href="mailto:info@kre8design.com">info@kre8design.com</a>		PROJECT DESCRIPTION <b>Proposed Rear Extensions</b>	
Project Address: 4 Mere Road, Blackpool, FY3 9AT.			
Client: <b>Mr &amp; Mrs Blackledge</b>			
Drawing Title: <b>Existing &amp; Proposed Floor Layouts &amp; Elevations.</b>			
Drawing Number: 19 - 06 - 01		Revision:	

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