

Public Document Pack

Blackpool Council

28 May 2021

To: Councillors Baker, Farrell, Kirkland, O'Hara, Owen, Robertson BEM and Stansfield

The above members are requested to attend the:

PLANNING COMMITTEE

Tuesday, 8 June 2021 at 6.00 pm
Council Chamber, 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 13 APRIL 2021 (Pages 1 - 4)

To agree the minutes of the last meeting held on 13 April 2021 as a true and correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED (Pages 5 - 8)

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

4 PLANNING ENFORCEMENT UPDATE REPORT MARCH 2021 (Pages 9 - 12)

The Committee will be asked to note the outcomes of the cases for March 2021 and support the actions of the Service Manager, Public Protection.

5 PLANNING ENFORCEMENT REPORT APRIL 2021 (Pages 13 - 16)

The Committee will be asked to note the outcomes of the cases for April 2021 and support the actions of the Service Manager, Public Protection.

6 PLANNING APPLICATION AND APPEALS PERFORMANCE (Pages 17 - 18)

The Committee to consider an update on the Council's performance in relation to Government targets. The report reflects performance in the fourth quarter of the 2020/21 financial year.

7 PLANNING APPLICATION 20/0564 LAND TO NORTH OF DIVISION LANE, BLACKPOOL
(Pages 19 - 48)

To consider planning application 20/0564 for the erection of a single-storey building to provide changing facilities and social room for use in conjunction with sports pitches; provision of 3G sports pitch; provision of grass pitch; provision of training area; reconfiguration and extension to existing car park; provision of associated hard-standing, fencing and landscaping; improvement works to the access from Common Edge Road/Queensway including the creation of a new footway and cycleway.

At land to north of Division Lane, Blackpool.

8 PLANNING APPLICATION 20/0633 LAND BOUND BY ADELAIDE STREET, LEOPOLD GROVE AND ALFRED STREET, BLACKPOOL (Pages 49 - 80)

To consider planning application 20/0633 for the erection of a five storey hotel, to provide up to 160 bedrooms and two storey car park for a maximum of 94 vehicles accessed from Adelaide Street and Alfred Street (Outline application for scale, layout and access).

At land bound by Adelaide Street, Leopold Grove and Alfred Street, Blackpool.

9 PLANNING APPLICATION 20/0674 LAND AT SQUIRES GATE INDUSTRIAL ESTATE, SQUIRES GATE LANE (Pages 81 - 100)

To consider planning application 20/0674 for use of land as a contractors depot, incorporating land levelling, vehicle storage for up to 67 wagons, staff and customer parking, erection of workshop, concrete batching plant and aggregate bays.

At land at Squires Gate Industrial Estate, Squires Gate Lane.

10 DATE OF NEXT MEETING

To note the date of the next meeting as 6 July 2021.

Venue information:

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

Other information:

For queries regarding this agenda please contact Jenni Cook, Democratic Governance Senior Adviser, Tel: (01253) 477157, e-mail jennifer.cook@blackpool.gov.uk

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

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Public Document Pack Agenda Item 2

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 13 APRIL 2021

Present:

Councillor Owen (in the Chair)

Councillors

Baker
Hugo

Hutton
Jackson

O'Hara
Robertson BEM

Stansfield

In Attendance:

Lennox Beattie, Executive and Regulatory Support Manager

Jenni Cook, Democratic Governance Senior Advisor

Ian Curtis, Legal Officer

Susan Parker, Head of Development Management

1 DECLARATIONS OF INTEREST

There were no declarations of interest on this occasion.

2 MINUTES OF THE MEETING HELD ON 16 MARCH 2021

The Committee considered the minutes of the last meeting held on 16 March 2021.

Resolved:

That the minutes of the Planning Committee be approved and signed by the Chairman as a correct record.

3 PLANNING/ENFORCEMENT APPEALS LODGED AND DETERMINED

The Planning Committee considered a report on the Planning Appeals lodged and determined since the last meeting.

Resolved:

To note the update.

4 PLANNING APPLICATION 20/0541 BERYLDENE NURSERIES, NEW HALL AVENUE

The Planning Committee considered planning application 20/0541 for the use of land as a holiday caravan park for the siting of 12 touring caravan spaces with associated amenity building, landscaping and car parking.

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 13 APRIL 2021

Miss Susan Parker, Head of Development Management, provided an overview of the application and explained that the site was ½ hectare in size with access from the corner of New Hall Avenue and backed onto Jubilee Lane. The site was of mixed character with residential properties, commercial properties and glass-houses surrounding. The site was within the Flood Zone 3 and the Marton Moss Strategic Site.

The application proposed 12 touring caravan spaces alongside the existing dwelling house, which would remain part of the site, a washroom would be erected close to the existing dwelling and the use of the site would be for holiday purposes only.

The application had not received any objections from statutory consultees, save for a late representation from the Marton Moss Neighbourhood Forum, and it was considered to comply with Policy CS26 of the Core Strategy, being outdoor recreational use appropriate to a rural area and Policy CS21, as an exceptional circumstance for niche tourism.

Miss Parker drew Members attention to the Update Report which noted that amended layout plans had been received, which removed the vehicle access between the application site and adjacent land with an amended location plan and required amendments to conditions 2, 8, 13 and 20 for accuracy. The Update Report also proposed changes to conditions 11 and 23 for a management plan and to restrict the number of days that a caravan or motorhome could be stationed on the application site.

Miss Parker stated that the application was considered to an acceptable use of the site and was recommended for approval, subject to the conditions outlined in the Committee Report and the Update Report.

Mr Pete Langley spoke in objection to the application on behalf of residents surrounding the application site and noted concerns regarding noise nuisance and how a proposed 10pm curfew would be managed. He stated that there were 10 caravan sites within a 1.5 mile radius of the site. Mr Langley raised concerns regarding flooding of the site if hardstanding was to be added to the ground and how this would impact on water run-off, particularly with regards to foul water and the impact on wildlife.

Mrs Amanda Wrigley, applicant, spoke on the application and stated that both she and her family lived on the site and could address any noise issues. She stated that plans had now been revised to remove the entry/exit point at Jubilee Lane. With regards to the concrete hard standing, she noted that they had been instructed to propose to use that material.

Miss Parker responded to the comments made by the objector and applicant and confirmed the amended plan had been received which clarified the access and would ensure landscaping continued along the eastern boundary to restrict vehicular access at Jubilee Lane. In respect of noise concerns, she stated that no congregational areas were planned for the site. Miss Parker noted that the Building Heritage Manager had not objected to the application.

Miss Parker advised Members that they could consider a restrictive condition to ensure the land to the east of the site could not be used to expand the caravan park, and a condition to impose a porous surface in respect of land drainage.

Members discussed the item and noted that this was a more acceptable use of the site than other developments, and it was clarified to them that a 10pm curfew was something that would be negotiated via the management plan for the site, which could prohibit any external amplified music. Members noted that the use of the surrounding land was a mix of residential and commercial use and of mixed building character.

MINUTES OF PLANNING COMMITTEE MEETING - TUESDAY, 13 APRIL 2021

Resolved:

That planning application 20/0541 is approved subject to the conditions set out in the Agenda Report, the Update Report and additional conditions as set out below:

1. That a condition is added to ensure a porous/permeable hard standing is used.
2. That a condition is added to ensure the safe run off of 'grey water'.
3. That a restrictive condition is added to prevent the land to the east of the site to be used or developed in conjunction with the caravan site.

5 DATE OF NEXT MEETING

The Committee noted the date of the next meeting as 8 June 2021 (subject to approval at Full Council).

Chairman

(The meeting ended 6.42 pm)

Any queries regarding these minutes, please contact:
Lennox Beattie Executive and Regulatory Manager
Tel: (01253) 477157
E-mail: lennox.beattie@blackpool.gov.uk

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Report to:	PLANNING COMMITTEE
Relevant Officer:	Susan Parker, Head of Development Management
Date of Meeting:	8 June 2021

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.

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

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

4.0 Other alternative options to be considered:

3.4 Not applicable.

5.0 Council Priority:

5.1 The relevant Council priorities are both 'The Economy: maximising growth and opportunity across Blackpool' and 'Communities: creating stronger communities and increasing resilience'.

6.0 Planning Appeals Lodged

6.1 20/0634 – Rear of 39-41 Caroline Street, Blackpool, FY1 5BU- External alterations and use of premises as altered as a single dwellinghouse.

An appeal has been lodged by Mr Miah against the Council's refusal of planning permission.

6.2 20/0804 – Layton Methodist Church, Westcliffe Drive, Blackpool, FY3 7DZ - Display of LED signage above church front door facing Westcliffe Drive following the removal of three existing signs (Resubmission of application 20/0072)

An appeal has been lodged by Mr Pritchard against the Council's refusal of advertisement consent.

7.0 Planning/Enforcement Appeals Determined

7.1 20/0415 – Land at King Street, Blackpool – Erection of a 15m high Monopole with associated cabinet and ancillary works

Appeal Dismissed

The Inspector confirmed that the main issue is the effect of the siting and appearance of the proposal on the character and appearance of the area.

She stated that the proposal would affect the setting of the nearby Stanley Buildings and the more distant Blackpool Tower. The overly large monopole, including its bulky array, would detract from and compete visually with both the listed buildings. The adverse effect of the proposal on the setting of the Stanley Buildings would be felt over a relatively small area. However, Blackpool Tower is a dominant and consistent landmark in the town centre and beyond. Consequently, and having regard to the submitted zone of theoretical visibility, the harm to the setting of the Tower would be experienced over a wide area. She agreed that the monopole would be in a mixed commercial and residential area. By virtue of its siting to the rear of the wide footway, it would not obstruct pedestrians. However, it would be a conspicuously tall feature in an open location. It would be nearly twice as tall, and considerably more bulky, than nearby lighting columns and it would tower over the surrounding townscape. It would not be discreetly sited and it would not be screened or assimilated into the street scene. By virtue of its size and prominent siting, it would appear out of scale and it would be a dominant and incongruous feature.

The Inspector confirmed that while 4 alternative locations were discounted for various reasons, the Council considered 1 of these locations would result in less visual harm. The Council did not respond to the pre-application consultation, but it had only 2 days to respond before the application was submitted which was not a reasonable timescale. Therefore, and taking account of the lack of adequate early engagement, it has not been demonstrated that a satisfactory level of coverage could not be achieved in another location where a monopole would not have such an adverse visual impact. This is a material consideration to which she attached significant weight.

The Planning Inspectorate decision letters can be viewed online at <https://idoxpa.blackpool.gov.uk/online-applications/>

8.0 List of Appendices:

8.1 None.

9.0 Financial considerations:

9.1 None.

10.0 Legal considerations:

10.1 None.

11.0 Risk management considerations:

11.1 None.

12.0 Equalities considerations:

12.1 None.

13.0 Sustainability, climate change and environmental considerations:

13.1 None.

14.0 Internal/external consultation undertaken:

14.1 None.

15.0 Background papers:

15.1 None.

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Report to:	PLANNING COMMITTEE
Relevant Officer:	Tim Coglan, Service Manager, Public Protection
Date of Meeting:	8 June 2021

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, between 1st March 2021 and 31st March 2021.

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.

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

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

4.0 Other alternative options to be considered:

4.1 Not applicable.

5.0 Council priority:

5.1 The relevant Council priority is

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

6.0 Background information

6.1 Cases

New Cases

In total, 43 new cases were registered for investigation in March 2021.

As at 31st March 2021, there were 553 “live” complaints outstanding.

Resolved cases

In total, 13 cases were resolved by negotiation without recourse to formal action.

Closed cases

In total, 32 cases were closed. These cases include those where there was no breach of planning control found, no action was appropriate, or where it was considered not expedient to take action.

Formal enforcement notices / s215 notices

- No enforcement notices were authorised in March 2021;
- No s215 notices were authorised in March 2021;
- No enforcement notices were issued in March 2021;
- Two s215 notices were issued in March 2021.

Notices issued

Ref	Address	Case	Dates
20/8463	4 Kirby Road (FY1 6EB)	Poor condition of property	S215 Notice issued 15/03/2021 – compliance due 23/10/2021
20/8447	4 Rigby Road (FY1 5DE)	Poor condition of property	S215 Notice issued 15/03/2021 – compliance due 26/07/2021

6.2 Does the information submitted include any exempt information?

No

7.0 List of Appendices:

7.1 None.

8.0 Financial considerations:

8.1 None.

9.0 Legal considerations:

9.1 None.

10.0 Risk management considerations:

10.1 None.

11.0 Equalities considerations:

11.1 None.

12.0 Sustainability, climate change and environmental considerations:

12.1 None.

13.0 Internal/external consultation undertaken:

13.1 None.

14.0 Background papers:

14.1 None.

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Report to:	PLANNING COMMITTEE
Relevant Officer:	Tim Coglan, Service Manager, Public Protection
Date of Meeting:	8 June 2021

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, between 1st April 2021 and 30th April 2021.

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.

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

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

4.0 Other alternative options to be considered:

4.1 Not applicable.

5.0 Council priority:

5.1 The relevant Council priority is

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

6.0 Background information

6.1 Cases

New Cases

In total, 50 new cases were registered for investigation in April 2021.

As at 30th April 2021, there were 558 “live” complaints outstanding.

Resolved cases

In total, 14 cases were resolved by negotiation without recourse to formal action.

Closed cases

In total, 29 cases were closed. These cases include those where there was no breach of planning control found, no action was appropriate, or where it was considered not expedient to take action.

Formal enforcement notices / s215 notices

- One enforcement notice was authorised in April 2021;
- No s215 notices were authorised in April 2021;
- No enforcement notices were issued in April 2021;
- No s215 notices were issued in April 2021.

Notices issued

Ref	Address	Case	Dates
21/8035	Withheld	Unauthorised use of premises as a young person’s residential care home	Enforcement action authorised 27/04/2021

6.2 Does the information submitted include any exempt information?

No

7.0 List of Appendices:

7.1 None.

8.0 Financial considerations:

8.1 None.

9.0 Legal considerations:

9.1 None.

10.0 Risk management considerations:

10.1 None.

11.0 Equalities considerations:

11.1 None.

12.0 Sustainability, climate change and environmental considerations:

12.1 None.

13.0 Internal/external consultation undertaken:

13.1 None.

14.0 Background papers:

14.1 None.

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Report to:	PLANNING COMMITTEE
Relevant Officer:	Susan Parker, Head of Development Management
Date of Meeting:	8 June 2021

PLANNING APPLICATIONS AND APPEALS PERFORMANCE

1.0 Purpose of the report:

1.1 To update the Committee of the Council's performance in relation to Government targets. This report reflects performance in the fourth quarter of the 2020/2021 financial year.

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 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 This report is relevant to both Council priorities:

- Priority 1 - The economy: Maximising growth and opportunity across Blackpool
- Priority 2 – Communities: Creating stronger communities and increasing resilience

5.0 Background Information

5.1 The Government sets targets for the speed of planning decisions.

- Major applications – 60% to be determined within 13 weeks or an agreed Extension of Time
- Non-major applications – 70% to be determined within 8 weeks or an agreed Extension of Time

5.2 The Council's performance must be reported to Government on a quarterly basis.

5.3 For the quarter of January – March 2021, the Council's performance in terms of speed was as follows:

- Major applications – 100% determined within 13 weeks or an agreed Extension of Time
- Non-major applications – 87.2% determined within 8 weeks or an agreed Extension of Time

5.4 The Council has therefore exceeded the statutory targets in this quarter.

5.5 Does the information submitted include any exempt information? No

5.6 List of Appendices None

6.0 Financial considerations:

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

7.0 Legal considerations:

7.1 Performance is influenced by staffing numbers, sickness and leave.

8.0 Risk management considerations:

8.1 Performance is influenced by staffing numbers, sickness and leave. Under-resourcing of the service could lead to inability to respond to peaks in workload

9.0 Equalities considerations:

9.1 None.

10.0 Sustainability, climate change and environmental considerations:

10.1 None.

11.0 Internal/ External Consultation undertaken:

11.1 Not applicable.

12.0 Background Papers

12.1 None.

**Blackpool Council
Development Management**

Officer Report to Committee

Application ref: 20/0564
Ward: STANLEY
Application type: FULL
Location: LAND TO NORTH OF DIVISION LANE, BLACKPOOL

Proposal: Erection of single-storey building to provide changing facilities and social room for use in conjunction with sports pitches; provision of 3G sports pitch; provision of grass pitch; provision of training area; reconfiguration and extension to existing car park; provision of associated hard-standing, fencing and landscaping; improvement works to the access from Common Edge Road/Queensway including the creation of a new footway and cycleway.

Recommendation: APPROVE
Case officer: Clare Johnson
Case officer contact: 01253 476224
Meeting date: 8 June 2021

1.0 BLACKPOOL COUNCIL PLAN 2019-2024

- 1.1 The Council Plan sets out two priorities. The first is ‘the economy: maximising growth and opportunity across Blackpool’, and the second is ‘communities: creating stronger communities and increasing resilience.
- 1.2 This application accords with both priorities as it would assist in the development of the wider Blackpool Airport Enterprise Zone which will deliver economic benefits; and because it would provide enhanced sporting facilities for general public and community benefit.

2.0 SUMMARY OF RECOMMENDATION

- 2.1 The proposal would result in the loss of protected playing fields but the playing fields would be replaced by better provision through the granting of this planning permission and as a result of the 12 grass pitches approved under application ref. 20/0108 to the south. No unacceptable impacts on residential amenity, heritage, character, highway function and safety, drainage, flood risk, ecology or environmental quality are anticipated. As such and on balance, the proposal is considered to represent sustainable development.
- 2.2 At the time of writing, there is an outstanding objection from Sport England which is a statutory consultee. However, the scheme is considered to be in full accordance with the recently adopted Playing Pitch Strategy (May 2021) and Sport England has been involved in the preparation of the Playing Pitch Strategy and are fully supportive of it. Further details have been submitted to address the Sport England concerns and Sport England were formally re-consulted on the 13th May and they have confirmed that they will aim to respond within the 21 day consultation period which ends 4th June. It is anticipated that Sport England will withdraw their objection. However, if not, the Council cannot approve the

application without referring it for consideration by the Secretary of State. The position with regard to Sport England will be reported through the update note.

- 2.3 If the Sport England objection is removed prior to the Committee meeting, Members are respectfully recommended to approve the application.
- 2.4 If the Sport England objection is not removed prior to the Committee meeting, Members are respectfully recommended to resolve to support the proposal and delegate the Head of Development Management to grant planning permission subject to either the removal of the Sport England objection or deferral from the Secretary of State.
- 2.5 Any such planning permission would have to be subject to a range of conditions which are detailed at the end of this report. Sport England may require the imposition of further conditions. Any such will be reported through the update note.

3.0 INTRODUCTION

- 3.1 This application is before Members because of the level of public objection and because it is a Council scheme of general public interest.
- 3.2 It was initially intended through application ref. 19/0271 to make a single application to cover all aspects of phase 1 of the Enterprise Zone Masterplan including the relocation of the existing sports pitches southwards and the delivery of employment development in their place. However, the complexity of the scheme and various timing constraints resulted in that application being withdrawn and the proposal being split into three different elements. The first of these was the application for grass pitches under ref. 20/0108. This permission was required to enable the pitches to be prepared so that they would be available for use before the existing facilities are removed to enable continuity of playing pitch provision. This application represents the second phase and the third phase would be the development of a mix of employment, housing and infrastructure works including a new link road from Common Edge Road into the Enterprise Zone north of the cricket club on the site of the existing playing fields.

4.0 SITE DESCRIPTION

- 4.1 The application relates to 3.9 hectares of land at the Blackpool Enterprise Zone immediately to the west of the South Shore Cricket, Squash and Rugby Club and the north of the western branch of Division Lane. At present the site comprises sports pitches, rough grassland and a car parking area.
- 4.2 To the south of the site are sports pitches which were approved under application reference 20/0108 which should be available for use from September 2021.
- 4.3 The land is currently designated as both green belt and public open space although these designations are not proposed to be carried forward when the Blackpool Local Plan, Part 2: Site Allocations and Development Management Policies (Part 2) is adopted. Part 2 allocates this site within the Enterprise Zone (Policy DM8 refers) and identifies it as green infrastructure. The site is in flood zone 1 and falls within the designated airport safeguarding zone. It is also within the impact zone of the Ribble and Alt Estuaries Special Protection Area. The application site straddles the Fylde Borough Council administrative boundary and the site is also accessed from Fylde.

5.0 DETAILS OF PROPOSAL

- 5.1 The application seeks planning permission for the erection of a single-storey building to provide changing facilities, stores and a social room for use in conjunction with the sports pitches proposed as part of this application and the 12 grass pitches approved under application ref. 20/0108 to the south. The building would be situated to the south-west of the existing South Shore Cricket, Squash and Rugby Club building and would be separated from that building by a new area of car parking, which would provide 194 car parking spaces including accessible parking, cycle storage and facilities for 4 coaches. A 3G Rugby/Football pitch and a grass rugby pitch and training area are proposed to the west of this building and car park along with fencing and landscaping works. Highway improvement works at the junction of Queensway/Common Edge Road are also proposed, including improved cycle and pedestrian access facilities. The application also contains details of flood lighting and drainage.
- 5.2 The site crosses into Fylde and Fylde Borough Council are currently assessing a corresponding planning application (ref. 20/0677) which will be heard by Fylde's Borough Council's Planning Committee at a later date.
- 5.2 The application has been supported by:
- Planning Statement
 - Design and Access Statement
 - Ecological Appraisal
 - Habitats Assessments
 - Information in Support of an Appropriate Assessment
 - Arboricultural Impact Assessment
 - Archaeological Assessment
 - Flood Risk Assessment and Drainage Strategy
 - Transport Statement
 - Utilities Assessment
 - Noise Assessment
 - Ground investigation reports and contaminated land investigations
 - Agronomic Assessment
 - Ball Strike Assessment

6.0 RELEVANT PLANNING HISTORY

- 6.1 18/0935 (Decision: EIA not required) for "screening opinion pursuant to the town and country planning (Environmental Impact Assessment) regulations 2017 in respect of 90,000sqm of b1, b2 &b8. 8,000 sqm of d2. 275 sqm of a1. 275 sqm of a3. 56 units of c3. 2 no. Artificial sports pitches and stadia facilities with ancillary elements including access road, car parking, public open space and sports pitches"
- 6.2 19/0271 – outline application withdrawn for mixed use development, including formation of new highway junction and access from Common Edge Road, to comprise up to 90,000sq m industrial floorspace (classes B1/B2/B8); up to 7,725sq m of leisure floorspace, 2no. 3G sports pitches, 10no. grass sports pitches, stadia facilities and flood-lighting (class D2); a nursery for up to 50 children (class D1); up to 323sqm of retail floorspace (class A1); up to 300sqm of café floorspace (class A3); up to 57 houses (class C3); and associated electricity sub-station, parking, landscaping and infrastructure. It is expected that this will be resubmitted in the future.

6.3 20/0108 – planning permission granted for the formation of 12 grass sports pitches. This development fell largely in the borough of Fylde. It was submitted in advance of this scheme because of the advanced lead-in time required to provide the drainage infrastructure and seed the grass pitches in order for them to become established in sufficient time to compensate for the planned loss of existing provision to the north.

7.0 **MAIN PLANNING ISSUES**

7.1 The main planning issues are considered to be:

- the principle of development
- the acceptability of the provision of replacement sports facilities
- ecological impact
- highway impact
- drainage impact
- impact on residential amenity

8.0 **CONSULTATION RESPONSES**

8.1 **Environment Agency** – no objection. Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2010 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency. We agree with the proposed approach to connect to a conventional foul drainage system once it is implemented as part of the wider Enterprise Zone development, as in the long-term this will be a more sustainable option.

To avoid pollution of water bodies, all surface-water drainage from the car park should pass through an oil interceptor. Surface water from the roof of the building should connect into the drainage system beyond this interceptor to maximise its efficiency unless the interceptor is sized accordingly.

The agent has advised that the surface water drainage scheme is a permeable system consisting of a surface stone filled reinforced geotextile over a low fines stone subbase wrapped in oil trapping filter membrane. Minor oil spillage anticipated will be treated via retention and biodegradation in situ. This system is widely used for car parks without objection. As there is no specific interceptor, the point of roof drainage connection into the system is inconsequential. The Environment Agency have since been consulted on these details and have offered no comment.

8.2 **Natural England** –

October 2020 - initially requested further information to determine the potential impacts on the Ribble Estuary SSSI and the Ribble and Alt Estuaries SPA and RAMSAR sites. This should consist of a Habitats Regulations Assessment, a consideration of surface water drainage, and a consideration of functionally linked land. The site is functionally linked to the protected areas due to its use by Oystercatchers.

April 2021 - following the submission of a further information, Natural England confirmed that they had no objection to the scheme subject to appropriate mitigation to be set out in a Flood Risk and Drainage Strategy, to be secured by condition.

8.3 **Sport England** – initial comment (October 2020) – objection. It is not clear how the proposed provision relates quantitatively and qualitatively with the existing provision. Insufficient information has been submitted to justify an exception to Sport England policy. Sport England understand that this application is one of a three stage process to deliver the Enterprise Zone. The application does not include sufficient information to demonstrate that the proposal would adequately replace existing provision in quantitative terms; or that qualitatively it would offer equivalent or better provision. The provision of the 3G pitch does not offset the loss of a playing field as it would be on existing functional playing field and would therefore compound the loss. 3G pitches offer less flexibility than grass pitches and so must be robustly justified. Blackpool is in the process of updating its Playing Pitch Strategy but, as this is still at draft stage, it cannot be used to inform this application. Further dialogue with the National Governing Bodies for Sport is required to ensure that the 3G provision proposed would meet their needs. An Agronomist Report and additional information is required to satisfy queries from the Football Foundation, Football Association and Rugby Football League to ensure that the provision would meet their needs and those of the community. Amendments to the proposal are required to meet specific football needs. As the final development would be a large, multi-sport complex with high footfall, careful planning of the use of the ancillary facilities would be required to ensure adequate access. No unacceptable impacts on existing cricket provision are anticipated.

Officer comment: Further details have been submitted to Sport England. Any further comments will be reported in an update note.

8.4 **NATS** – the proposal would not conflict with NATS safeguarding criteria and so no objection is raised. If any changes to the proposal are made, NATS should be re-consulted prior to any grant of planning permission.

8.5 **Blackpool Airport** - no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.6 **Greater Manchester Ecology Unit (GMEU)** – part of the site supports habitat that is functionally linked to the nearby SSSI/SPA/Ramsar site and is used by wintering oystercatchers. The Habitats Regulations Assessment concludes that the development would not have an adverse effect on the integrity of the protected areas but confirmation of this should be obtained from Natural England. The working methodology should be incorporated into a Construction Environmental Management Plan and an appropriate condition is recommended. Notwithstanding the oystercatcher habitat, the site is otherwise of low ecological value. Nevertheless, conditions should be attached to prevent clearance of vegetation during bird nesting season and to require agreement and implementation of a scheme of biodiversity enhancement.

8.7 **Lancashire County Council (Highways)** –
October 2020 - the amended site access layout, turning radii/corner taper, pedestrian/cycle provision and swept paths must all be agreed. There is a need for an appropriate assessment of the site access at Queensway/Common Edge Road considering this significant transfer of traffic movements onto Division Lane and the interaction with adjacent junctions. The car parking provision requires further consideration as does the access to the north and how the proposals align with the wider Enterprise Zone masterplan. Clarification is required regarding permitted access rights and use of Division Lane to the west and any implications this would have for the new junction assessment.

May 2021 - Given the level of correspondence and concerns raised by residents and councillors, I consider that a Stage 1 RSA should be undertaken now. Without prejudging the outcome of any RSA, I believe the amendments we have agreed have addressed the concerns raised. As such, I believe the RSA will help support your client's application and the position we have reached, providing a balance to some of the opinions expressed.

Officer comment: A Stage 1 RSA has been undertaken and the off-site highway works have been amended as a result. This has been agreed by Lancashire County Council.

8.8 **Fylde Borough Council** - no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note. It should be noted Fylde Borough Council have a corresponding application which will be determined by the Fylde Borough Council Planning Committee at a future date.

8.9 **United Utilities** – foul and surface water should be drained on separate systems. With respect to foul drainage, we note that the applicant is proposing non-mains sewerage therefore we are not able to comment on the approach to foul drainage. We note this matter is considered by the Environment Agency in their response.

With respect to surface water drainage, we note that the applicant is proposing that surface water will discharge to an infiltration system with an overflow to the culvert in Division Lane at a restricted rate. We wish to highlight to the Local Planning Authority that we are aware of resident concerns associated with flooding arising from the watercourse in Division Lane. We recommend that you consider these concerns with the Lead Local Flood Authority and whether the watercourse in Division Lane is the most appropriate location for the management of surface water. In this regard, we note the availability of other watercourses in proximity to the application site for consideration with the applicant and Lead Local Flood Authority.

Whilst we have no in principle objection to the proposed approach, we request that prior to determination, the applicant is asked to prove the final point of outfall for the culvert. This is so that it can be confirmed that there is no interaction with the public sewer system. Once this evidence is provided we will be able to confirm our final conditions. If, however, you are minded to determine this application in advance of receiving this evidence, we would request that you attach the below condition relating to the submission of a final sustainable drainage scheme to be submitted. (*Please refer to proposed condition 3*).

8.10 **Lead Local Flood Authority** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.11 **Council Drainage Officer** – No objection subject to agreeing a detailed drainage scheme which can be agreed by condition – see United Utilities suggested condition. (Please refer to proposed condition 3).

8.12 **Head of Highways and Traffic Management Services** – All of the highway works are in Fylde and the consultants have been working with Lancashire County Council, who are now content with the proposed highway works, subject to the submission of an RSA1 (Stage 1 Road Safety Audit). Our view would be that we do not need the RSA1 before Committee as the highway works can't start without the RSA1 in any case. A car park management strategy should be conditioned prior to commencement.

8.13 **Environmental Protection Manager (Amenity)** – October 2020 – further information is required in the form of a noise assessment that considers multiple use of a number of pitches including full operational times. The noise assessment must be conducted in accordance with specified guidance. A full floodlight specification is also required along with a light assessment and details of operational times.

May 2021 (following the submission of additional details) – we have liaised with Fylde Borough Council on the application and we have found the proposals to be acceptable.

8.14 **Environmental Protection Manager (land contamination)** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.15 **Head of Estates and Asset Management** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.16 **Parks Service Manager** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.17 **Commercial Waste** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.18 **Built Heritage Manager** – although the proposal would have some impact on views out of the conservation area, the development would cause minimal harm to its character and so no objection is raised.

8.19 **Blackpool Civic Trust** – no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.20 **Enterprise Zone Manager** – fully supports the scheme.

9.0 **REPRESENTATIONS**

9.1 Press notice published: 06/10/2020

9.2 Site notice displayed: 18/09/20

9.3 Neighbours notified: 18/09/20

9.4 31 representations have been received from the following properties:

- Ashton Road; 30
- Babbacombe Avenue; 21
- Berwick Road; 20
- Collingwood Avenue, Lytham; 17
- Common Edge Road: 107 (x2), South Shore Cricket and Squash Club (x2)
- Dinmore Avenue; 29

- Division Lane; Sequester, Chimeric, Melijane
- Dunes Avenue; 9
- Fylde Road, Lytham; 17 (x2)
- Helens Close; 61
- Henson Avenue; 21
- Highfield Road; 225
- Kenwyn Avenue; 29
- Marsden Road; 163
- Mayfair Close, Lytham; 2
- Newhall Avenue; Beryldene
- Normoss Road; 40 (Together We Can Do) (x2)
- Preston New Road, Westby; 1 Staining Wood Cottage
- Rosebery Avenue; 36
- School Road; 1
- St. Martin's Road; 8
- Stockdale Road; 30
- Victoria Street, Lytham; 55
- Weeton Avenue; 16
- Woolman Road; 45

9.5 These representations raise the following issues:

Sports provision

- Impact on playing pitch provision
- Provision proposed is inadequate in terms of pitch size and quantity
- Rugby likely to be outcompeted by demand for football
- The training pitch would no longer belong to the existing club and so control would be lost
- Unclear how use would be managed
- Lack of flood-lighting
- Lack of fencing around the pitches (potential for dog-walkers etc to access the pitches proposed)
- The distance from the pitches to the clubhouse is unacceptable, especially when carrying equipment

Highway issues

- Existing access and egress onto Common Edge Road is difficult
- Existing high traffic speeds
- Impact on highway safety
- Increased traffic and congestion
- Proposed road improvements inadequate
- The access road needs two-way traffic and kept clear of parked cars
- Inadequate parking proposed

Drainage

- Increased surface-water run-off
- Drainage needs to be considered
- The existing drainage system is inadequate
- Flood risk would be increased
- The pitches will be waterlogged

Other issues

- Potential for litter
- Potential for a hire charge to be introduced for the existing club
- Impact on mental health
- Lack of accessible facilities

- 9.6 The South Shore Cricket, Squash and Rugby Club has objected raising the following issues:
- Damage would be caused to the rugby pitch at the front of the club
 - The pitch to be retained would be reduced in size by the proposed cycle and footway and would not meet requirements
 - The borough boundary runs across the existing pitch and so the policies of both LPAs must be considered
 - The proposed provision would not mitigate the harm to the existing pitch as:
 - Grass pitches are preferred and Sport England does not support the replacement of grass pitches with artificial pitches
 - The rugby club has exclusive use of the existing club
 - Rugby is likely to be outcompeted by football
 - The existing training pitch to the rear is well-used by the club and also generates £4,500pa from non-sport uses, this income is vital to the club but would be lost
 - The proposed new training area would be inadequate in size and would lack fencing and floodlighting, it would not be for exclusive use of the club and charges may apply. It would also be 390m away for the transport of equipment
 - The parking proposed is inadequate and this could impact upon use of the existing club function room that generates income
 - Any approval would be legally challenged

- 9.7 A comment of support has been received from no. 9 Dunes Avenue.

10.0 RELEVANT PLANNING POLICY

10.1 National Planning Policy Framework (NPPF)

- 10.1.1 The NPPF was adopted in February 2019. It sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:

- Section 6 – Building a strong, competitive economy
- Section 8 - Promoting healthy and safe communities
- Section 11 – Making effective use of land
- Section 12 - Achieving well-designed places
- Section 13 – Protecting green belt land
- 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

10.2 National Planning Practice Guidance (NPPG)

- 10.2.1 The NPPG expands upon and offers clarity on the points of policy set out in the NPPF.

10.3 Blackpool Local Plan Part 1: Core Strategy 2012-2027

10.3.1 The Core Strategy was adopted in January 2016. The following policies are most relevant to this application:

- CS3 Economic development and employment
- CS5 Connectivity
- CS6 Green infrastructure
- CS7 Quality of design
- CS8 Heritage
- CS9 Water management
- CS10 Sustainable design and energy
- CS12 Sustainable neighbourhoods
- CS24 South Blackpool employment growth
- CS27 South Blackpool transport and connectivity

10.4 Blackpool Local Plan 2011-2016 (saved policies)

10.4.1 The Blackpool Local Plan was adopted in June 2006. A number of policies in the Local Plan have now been superseded by policies in the Core Strategy but others have been saved until the Local Plan Part 2: Site Allocations and Development Management Policies has been produced.

10.4.2 The following saved policies are most relevant to this application:

- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- LQ4 Building design
- LQ6 Landscape design and biodiversity
- BH3 Residential and Visitor Amenity
- BH5 Protection of public open space
- BH7 Playing Fields and Sports Grounds
- NE1 Development within green belt
- AS1 General Development Requirements (Access and Transport)

10.5 Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (emerging policies)

10.5.1 The Blackpool Local Plan Part 2 has been subject to a formal consultation exercise which ended on the 2nd April 2021 and it is anticipated that Part 2 will be submitted for examination in the coming months. The NPPF confirms that weight can be given to emerging policies according to the stage of preparation of the plan (the more advanced its preparation, the greater weight may be given), the extent to which there are any unresolved objections to relevant policies and the degree of consistency of the relevant policies with the NPPF. Given the advanced stage of preparation of Part 2, the absence of objections to the Plan which cannot be resolved and that the policies have been prepared to be consistent with the NPPF, it is considered that moderate weight can be attached to the following policies in Part 2:

- DM8: Blackpool Airport Enterprise Zone
- DM17: Design Principles

- DM21; Landscaping
- DM31: Surface Water Management
- DM36: Controlling Pollution and Contamination
- DM37: Community Facilities
- DM41: Transport Requirements for New Development
- DM42: Aerodrome Safeguarding

10.6 Other Relevant Policy Guidance and declarations:

10.6.1 Blackpool Council declared a Climate Emergency in June 2019 that requires urgent action. The Council are committed to making its' activities net-zero carbon by 2030 and that planning decisions are in line with a shift to zero carbon by 2030.

10.6.3 In May 2021, Blackpool Council adopted an updated Playing Pitch Strategy and Associated Action Plan. These documents provide a strategic framework for the maintenance, provision and improvement of outdoor sports pitches and ancillary facilities in Blackpool to 2027. This document has been produced in full consultation with Sport England.

11.0 ASSESSMENT

11.1 Principle of development

11.1.1 The application site currently falls within green belt and public open space.

11.1.2 Paragraph 144 of the NPPF makes it clear that substantial weight must be given to the preservation of the green belt and that potential harm must be clearly outweighed by other considerations. Paragraph 145(b) is supportive of outdoor recreational development where it does not compromise the openness of the green belt. Policy CS6 echoes national policy and Saved Policy NE1 of the Local Plan is permissive of development of essential facilities for outdoor sport and recreation on green belt.

11.1.3 The application site is also designated as public open space. Policy BH5 of the Local Plan allows the development of public open space where the proposal would support existing sport or recreational uses, or would provide facilities for new sports or recreational uses; and would be incorporated sensitively into its surroundings to maintain or enhance the character of the open space.

11.1.4 The majority of development proposed under this application would be surface level comprising of car park, sports pitches, hard-surfacing and landscaping. The provision of open mesh fencing and lighting columns within this area would not have a notable impact upon the openness of the green belt or the character of the public open space. The key feature of consideration in relation to the openness of the green belt and the character of the public open space is therefore the proposed building.

11.1.5 The single storey building would be around 14.7m wide and some 52m long. There is an existing building serving the South Shore Cricket, Squash and Rugby Club to the north-west. In the absence of future development to the north, the ideal position for the building proposed in terms of retaining green belt openness would be directly to the south of this existing building. However, it is intended that the hardstanding around the building be used as the spectator area, and to have the building separated from the pitches by a large area of car park would be undesirable. Although there is currently no permission in place for employment development to the north, the emerging Local Plan Part 2 allocates the

application site (the area within Blackpool) and land to the north as within the Enterprise Zone. Given this emerging allocation and the fact that this land belongs to the Council, it is reasonable to assume that development will come forward on land to the north, subject to planning permission. In the context of that future development then, the building now proposed would sit toward the northern extent of the green belt and would be viewed in the context of built development to the north. As such, it would not have a significantly harmful impact on the openness of the green belt or the character of the public open space. In any case, the building is functional in appearance but nonetheless well designed.

- 11.1.6 It should be noted that Local Plan Part 2 does not propose the continuation of the green belt or public open space designations and would instead allocate the land as part of the Enterprise Zone and identify it as green infrastructure.
- 11.1.7 Emerging Policy DM8: Blackpool Airport Enterprise Zone, supports the relocation and enhancement of the existing playing pitches and associated new changing facilities. As Part 2 is not yet adopted, the full weight of Policy DM8 cannot be given to the proposal. However, the NPPF confirms that weight can be given to emerging policies according to the stage of preparation of the plan (the more advanced its preparation, the greater weight may be given), the extent to which there are any unresolved objections to relevant policies and the degree of consistency of the relevant policies with the NPPF. Given the advanced stage of preparation of Part 2, the absence of objections to Policy DM8 which cannot be resolved and that the policy has been prepared to be consistent with the NPPF, it is considered that moderate weight can be attached to Policy DM8.
- 11.1.8 The Enterprise Zone status was approved by the Department of Communities and Local Government in November 2015 and the site became operative in April 2016. The Enterprise Zone status is valid for 25 years and its success is a key objective in diversifying the economy of Blackpool and to drive higher skilled jobs in the Borough and the wider Fylde Coast and Lancashire. The Enterprise Zone Masterplan has also been subject to public consultation and has been formally adopted by both Blackpool Council and Fylde Borough Council. The Masterplan makes a commitment to ensure that alongside the wider employment development, the playing field and pitch facilities at the site meet the current and future sporting needs at this location, creating an enhanced sporting hub which provides capacity not only for the clubs that currently use the facility at Common Edge Road but to also provide capacity for use by other clubs in the Borough and in Fylde.
- 11.1.9 The Enterprise Zone Masterplan is therefore a material consideration of weight, as is the status of the EZ itself as an area for employment development. Blackpool has a pressing need for employment land having had to secure 14ha in the borough of Fylde under the duty to cooperate, to meet its future needs. The town also has a real need to continue to diversify its economy to attract new businesses and enterprise to the area, and to give residents with higher employment aspirations a reason to stay in the borough. These objectives are a key element of the Council's wider strategy to deliver regeneration and combat levels of deprivation.
- 11.1.10 In light of the above and on balance, the development proposed is considered to be acceptable in principle.

11.2 Acceptability of the replacement sports facilities

- 11.2.1 In assessing the replacement of outdoor sports facilities in terms of quantity and quality, the proposals must meet the requirements of Paragraph 97 of the NPPF and Sport England Playing Fields Policy, including the relevant Exceptions 4 and 5.
- 11.2.2 Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 11.2.3 The Sport England Playing Fields Policy states that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions. In this instance, Exceptions 4 and 5 are relevant to this proposal.
- 11.2.4 Exception 4 would apply where the area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field or fields:
- of equivalent or better quality, and
 - of equivalent of greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.
- 11.2.5 Exception 5 would apply where the proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.
- 11.2.6 A future, third phase planning application for development within the Enterprise Zone to the north of the application site, identified in the Enterprise Zone Masterplan, would result in the loss of 71,400sqm of playing field at Common Edge Road. However, the Council is committed to re-provide enhanced sporting facilities at Common Edge Road and this requirement is embedded in emerging Policy DM8.
- 11.2.7 In terms of the suitability of the location for the re-provision of playing pitches and facilities, the site at Common Edge Road is a long established outdoor sporting facility. The southernmost part of the existing playing fields and land to the south, with improved access off Queensway/Common Edge Road at Division Lane, is considered to be a suitable location for replacement sporting facilities (as per application ref. 20/0108 and this application). The pitches would be managed by Blackpool Council's Leisure Department and will remain available for continued community use, in accordance with the submitted Management Plan.

- 11.2.8 The Playing Pitch Strategy sets out a number of measures to be taken in Blackpool in order to ensure sufficient provision of playing pitches to accommodate current and future demand, including the improvement of pitches where necessary, addressing overplay on current pitches and the marking out of additional pitches. A key component of the Playing Pitch Strategy and associated Action Plan is the delivery of the enhanced playing field re-provision at the Enterprise Zone, including good quality changing and toilet facilities which are suitable for all, including those with additional access requirements.
- 11.2.9 At the time of the assessment of the site for the Playing Pitch Strategy, the existing football facilities on the site and land to the north comprised 10 pitches with 7 over-marked smaller pitches. There is also a grass rugby pitch and grass rugby training area. The current playing field functional area is 99,600sqm and the current quality of all pitches is 'standard'.
- 11.2.10 The building and car park proposed are intended to serve a 3G football pitch, grass rugby pitch and training ground, the subject of this application and the twelve grass football pitches which were approved on land to the south under application ref. 20/0108. The car park would also serve the cricket club to the east and associated uses.
- 11.2.11 The re-provision and enhancement of playing pitches on the application site and the land to the south (20/0108 refers) will cover in total some 100,100sqm functional playing field, accommodating 12 grass pitches with no over marking, a grass rugby pitch, a rugby training pitch and the 3G pitch. The existing pitch at Collins Park would remain. The Playing Pitch Strategy confirms that this is sufficient to accommodate the current and future football and rugby playing pitch requirement at this location.
- 11.2.12 The grass football pitches approved under ref. 20/0108 include 7 adult pitches, 1 youth 9v9 pitch, 4 mini 7v7 pitches and these pitches are already in place and should be ready for use by September 2021 to ensure continuity of sporting provision. Unlike the current provision, none of the replacement pitches would be over-marked meaning more games can be accommodated whilst reducing overplay. The scale of the previously approved grass platform to the south of the site provides flexibility of pitch layout to respond to the seasonal needs of the clubs using the playing field. All of the replacement pitches would be a 'good' standard and would include drainage to maximise their carrying capacity.
- 11.2.13 With regards to the 3G pitch, there is no current 3G provision at the Common Edge Road facility. The Playing Pitch Strategy identifies a need for two additional, full-sized and flood-lit 3G pitches in Blackpool for football training needs to 2027, and commits to the delivery of a 3G pitch at the Enterprise Zone as part of the proposed enhanced sporting facilities. The 3G pitch would be FA certified. It is anticipated that the other 3G pitch would be located at Stanley Park on the existing artificial grass hockey pitch, which is no longer required. The detailed design of the 3G pitch along with a timetable for implementation of the 3G pitch should be agreed by condition in advance of works to provide that facility, to ensure that the design fully conforms to the Football Federation and Football Associations requirements.
- 11.2.14 In terms of provision for Rugby League, the Blackpool Scorpions are based at the adjacent South Shore Cricket and Squash club and their main pitch is on the cricket outfield. The main pitch would be slightly re-positioned to accommodate the new footpath and cycleway on the southern boundary beyond the cricket outfield. Floodlighting is proposed on the southern boundary to facilitate the use of the pitch in the evenings. The existing rugby pitch on the playing fields is used as an overspill facility when there is conflict between the timings of cricket matches and rugby matches and has spare capacity for use. In any case, an enhanced and re-orientated replacement floodlit grass rugby pitch and replacement training

area of an equivalent size would be provided to the west of the proposed 3G pitch and this provision is in accordance with the Playing Pitch Strategy. Sport England has requested that a condition is imposed requiring the submission of the rugby pitch specification (including water discharge permissions with solutions to mitigate outflow if further investigation concludes this is necessary) with maintenance requirements and a timetable for implementation, based in the recommendations of the submitted Agronomy Report. These details would need to be agreed prior to the commencement of works associated with the re-provided rugby pitch and training area.

11.2.15 Cricket provision will be unaffected but the cricket club would have use of the proposed car and coach parking facility which would be located to the west of the existing clubhouse.

11.2.16 The existing changing facilities at Jepson Way cover 321sqm. The Local Football Facility Plan (LFFP) identifies these facilities as sub-standard and in need of replacement. The proposed single storey building would accommodate new changing facilities over 675sqm and would include six changing rooms with showers, two accessible changing rooms, first aid room, referee changing rooms, kitchens, storage and a social room. Following representations from Together We Can which raised concerns over the lack of facilities for equal access for the disabled community, amended plans were submitted to increase the provision of accessible changing facilities and to ensure the new facility is accessible for all.

11.2.17 In terms of the outstanding Sport England objection, this was made prior to the adoption of the Playing Pitch Strategy which sets out the strategic needs for outdoor sports in Blackpool, including the enhanced provision on the Enterprise Zone. The Playing Pitch Strategy has been agreed with Sport England, and this scheme is in accordance with the Playing Pitch Strategy. The agent has submitted further evidence and information in response to Sport England's objection, so it is anticipated the objection will be removed in due course.

11.2.18 In summary, the enhanced re-provision of playing field area and ancillary facilities improves:

- the capability of the pitches providing an increase in match play;
- the functionality of the pitches through enhanced drainage and pitch surface, improving the players playing experience and creating flexibility of use of the playing field and pitches;
- rugby league pitches through the provision of new floodlighting, improving pitch accessibility and capability;
- the changing facilities and parking arrangements
- management of matches and training sessions as well as pitch maintenance allowing rotation of use of the pitches;

11.2.19 In light of the above and on balance, it is considered that the proposed scheme meets criteria (c) of NPPF paragraph 97 in that the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. Permitting the scheme would then allow development on the site to the north to meet criteria (b) in that the loss of playing fields resulting from that development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. It is considered that the scheme also meets the requirements of Exceptions 4 and 5 of the Sport England's Playing Fields Policy in that, along with the 12 previously approved pitches to the south, the scheme would provide replacement playing fields of equivalent or better quality and quantity in a suitable location and with better accessibility and management arrangements, enabling the land to the north to be developed at a future date in accordance with the Enterprise Zone Masterplan. The proposed development is for an

outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of playing fields.

11.3 Ecological impact

- 11.3.1 The application is supported by various ecological reports. Wintering bird surveys have determined that whilst the wider area provides some functionally linked land, this is limited to the Oystercatcher. It found that no Oystercatchers have been recorded using habitats within the site but in any event the creation of the pitches will provide some foraging habitat. The assessments conclude that the proposed development will have no adverse effect on the Ribble and Alt Estuaries Ramsar and SPA site, subject to the mitigation measures proposed in the Flood Risk and Drainage Strategy by Wardell Armstrong (August 2020). These mitigation measures will reduce impacts arising from the development associated with surface water drainage. Subject to a condition requiring that the development proceeds in accordance with these mitigation measures, Natural England have raised no objections.
- 11.3.2 Greater Manchester Ecology Unit (GMEU) recommends a pre-commencement condition for the submission of a Construction Environmental Management Plan (CEMP). A Construction Phase Plan has been submitted which outlines the measures normally required in a CEMP such as including a Biodiversity Management Plan, biodiversity protection zones, certain works being overseen by specialist ecologists, demonstration of lines of communication and role responsibilities, risk assessments and use of protective fences etc. As such, a condition requiring the development to proceed in accordance with the Construction Phase Plan and Biodiversity Management Plan is considered sufficient. GMEU also advise that conditions be attached in relation to vegetation clearance outside of bird breeding season (March to August inclusive) and for a scheme of biodiversity enhancement measures. These are standard conditions and are included in the conditions list.
- 11.3.3 The Arboricultural Impact Assessment recommends that existing hedgerow along Division Lane to the south of the application site, is protected and sets out recommendations on how that can be achieved. A condition requiring that the development proceeds in accordance with the mitigation measures outlined in the Arboricultural Impact Assessment is also considered necessary to safeguard biodiversity.
- 11.3.4 In light of the above, no unacceptable biodiversity impacts have been identified and there are opportunities to enhance biodiversity around the site through suitable landscaping and through the agreement of biodiversity enhancement measures which would be agreed by condition.

11.4 Highways

- 11.4.1 The current application includes proposals for the improvement of the access off Division Lane from Queensway/Common Edge Road (in Fylde). These improvements include widening the carriageway and incorporating a pedestrian refuge, and widening the access point of Division Lane West amongst other technical works. The highway improvement works have been subject to lengthy discussions and agreement between the appointed Highways Consultants, Blackpool Council and Lancashire County Council Highways Department and have been informed by a Stage 1 RSA (Road Safety Audit). It is noted that many of the objections to the proposal are on highway safety grounds. However, the Head of Highways and Traffic Management Services is satisfied with the proposed access arrangements and has confirmed that the development can proceed without causing problems on the wider highway network.

- 11.4.2 In an unrelated matter, issues have been raised in relation to a residential fence which has been erected to the north of the junction with Division Lane to the east of Common Edge Road/Queensway. Objections to this application have stated that this fence impacts on driver visibility on leaving Division Lane. It is understood that the Council is working with the owner of the fence to resolve this issue.
- 11.4.3 In terms of car parking, a Transport Statement and a Highways Technical Note support the application. The Statement confirms that the current playing pitches on the site and to the north are currently served by two car parks. The car park to the north of the application site accessed off Jepson Way is unmarked but could accommodate a maximum of approximately 91 cars. Within the boundary of the site, there is a secondary unmarked car parking area accessed off Division Lane West and that has a maximum capacity of approximately 105 spaces. However, the Technical Note confirms that given that these car parking areas are not marked out and parking is informal and at driver discretion, an 80% efficiency factor has been applied to provide a realistic representation of the current parking provision. The Technical Note considers that the existing sports pitches are served by a maximum of 157 spaces.
- 11.4.4 The Technical Note calculates that 194 car parking spaces (including 10% accessible spaces) would be sufficient to meet the needs of the application site, the cricket club and the previously approved grass pitches to the south. Four coach bays, eight motorcycle bays and a cycle shed for 18 bicycles would also be provided.
- 11.4.5 Lancashire County Council require the submission of a Car Park Management Strategy given the parking constraints in the wider area and this can be agreed by condition.
- 11.4.6 The Head of Highways and Traffic Management Services is content with the level of parking on the site and no other highway safety or parking issues have been identified.

11.5 Drainage

- 11.5.1 The site falls within flood zone 1. As such there is no requirement for the applicant to demonstrate compliance with the sequential or exceptions tests. The site area is more than a hectare so the application is supported by a Flood Risk Assessment which confirms that the site is at medium risk of ground water flooding in the longer term and at low risk of flooding by any other source.
- 11.5.2 The only source of foul water would be from the proposed changing facilities but the site is currently not serviced by the sewer network. The foul water drainage strategy involves foul water passing through a waste water package treatment plant and into a temporary drainage field. This approach has been agreed by the Environment Agency, subject to the applicant applying for the relevant permits, until such time that the site can be connected into a foul sewer system which will come forward as the Enterprise Zone develops to the north.
- 11.5.3 United Utilities have highlighted residents' concerns associated with flooding arising from the watercourse in Division Lane and notes the availability of other watercourses in proximity of the application site which may be preferable. United Utilities have also requested to see the final point of outfall for the culvert to ensure there is no interaction with the public sewer system which could be agreed through the submission of a final sustainable drainage scheme. Given that the submitted drainage scheme requires further

detailed work, condition 3 relating to the submission of a sustainable drainage scheme is considered necessary.

11.5.4 In terms of the car park drainage, the Environment Agency has stated that surface water from the car park should pass through an oil interceptor to avoid pollution of water bodies. However, the agent has confirmed that the surface water drainage scheme is a permeable system consisting of a surface stone filled reinforced geotextile over a low fines stone subbase wrapped in oil trapping filter membrane. Minor oil spillage anticipated will be treated via retention and biodegradation in situ. This system is widely used for car parks and the agent is not aware of any objections to date with this type of system.

11.5.5 The applicant has submitted a floodrisk and drainage strategy which will form the basis of further detailed work. United Utilities have provided the wording for a condition which outlines additional details to be agreed (condition 3). Subject to this condition, the development is not anticipated to have any unacceptable impacts relating to drainage or flood risk.

11.6 Residential amenity

11.6.1 The site is located adjacent to existing sporting facilities and would replace existing sports pitches. Following the submission of a noise assessment and floodlight specification, Environmental Protection consider the proposals would not harm to residential amenity. The site is some distance away from the nearest residential neighbours and so no unacceptable impacts on amenity are anticipated.

11.7 Visual impact

11.7.1 Given the single storey nature of the building and its set back from Common Edge Road by approximately 200m, the building would not be a prominent feature in the streetscene. It would be well designed, faced in timber cladding and brickwork with projecting brick details and powder coated aluminium windows and doors. The single storey building would have a pitched roof which over sails the elevations to provide visual interest.

11.7.2 Apart from mesh fencing which would allow views through and the floodlights, the rest of the development would be surface level. It is considered that the visual impact of the development is acceptable and any visual impact would be lessened as the site to the north comes forward for development.

11.8 Other issues

11.8.1 Although no consultation response has been received from Blackpool Airport, a Safeguarding Assessment (February 2021) states that the report was requested by Blackpool Airport as a result of the addition of several floodlights to the proposed sports facilities. This Assessment concludes that the proposed floodlighting and clearance heights of the floodlighting columns do not infringe on safeguarded areas and whilst the flood lights may be visible to aircraft on approach to runway 28, it is highly unlikely that the flood lights would create an unsafe flying environment.

11.8.2 An Archaeology Assessment has been submitted which confirms there is a lack of archaeological potential at the site and therefore no further investigations are considered necessary.

11.8.3 The site would be visible from the Marton Moss Conservation Area but would not harm its character or setting. This view is shared by the Built Heritage Manager.

11.8.4 Objections have been received in relation to increased litter and potential hire charges for pitches and these are management issues rather than land use issues. There is a misunderstanding over the existing rugby pitch within the cricket club. The rugby pitch would not be reduced in size, it would be moved north to accommodate pedestrian and cycle access to the site. With regards to the new rugby pitch and training ground, these would be available for rugby rather than football and the new training area is the same size as the existing training area and would be floodlit and fenced. It has been agreed that storage facilities for rugby equipment will be available at the rugby training area although further details are unknown. How clubs fund themselves is not a material planning consideration.

11.8.5 The application has 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 (as amended).

11.8.6 Under Article 8 and Article 1 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 does not raise any specific human rights issues.

11.9 Sustainability and planning balance appraisal

11.9.1 Sustainability comprises economic, environmental and social components.

11.9.2 Economically the scheme would have a very limited impact but the scheme will generate footfall for local businesses on days where the pitches are in use. However, the provision of the sports pitches will help deliver the wider Enterprise Zone which will deliver 3000 jobs when complete and this weighs heavily in favour of the scheme in the planning balance. Some employment would be generated during the construction of the changing rooms.

11.9.3 Environmentally, although environmental quality and biodiversity would not be materially affected, there would be a loss of green infrastructure as a result of the 3G pitch, the changing facilities and increased hardstanding for car parking. However, there are opportunities to enhance green infrastructure and biodiversity through ecological enhancements and landscaping, which would be agreed by condition. The Flood Risk and Drainage details demonstrate that the development can be safely drained, subject to further details to be agreed by condition and the development would not have a detrimental impact on the character of the green belt or public open space.

11.9.4 Socially, the scheme would provide enhanced sporting facilities to support communities in south Blackpool and Fylde in an area with long standing sporting connections. No unacceptable highway safety impacts are anticipated and sufficient car parking would be provided.

11.9.5 The proposals represent an improvement quantitatively and qualitatively in grass pitches, alongside the additional benefit of a new 3G pitch. The new changing facilities with expanded amenities represents a significant improvement in quality compared to the existing changing room provision at Jepson Way, as does additional parking provision.

11.9.6 In terms of planning balance, the development proposed is considered to constitute sustainable development. No material planning considerations have been identified that would outweigh this view.

12.0 FINANCIAL CONSIDERATIONS

12.1 The Council is committed to the provision of enhanced sporting facilities at Common Edge Road and is investing £4.5 million to £5 million into the provision and re-provision of sporting facilities at this location. The funding for the re-provision of the sporting facilities was approved by Executive in July 2018.

13.0 CONCLUSION

13.1 As set out above, the scheme is considered to represent sustainable development and no other material planning considerations have been identified that would outweigh this assessment. On this basis, planning permission should be determined in accordance with the recommendations.

14.0 RECOMMENDATION

14.1 Approve subject to the following conditions:

- 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 and information:

Location Plan ref 9308 FP-E-01 Rev B dated April 2020

Proposed Site Layout Plan ref 9308 FP-P-01 Rev L dated April 2020

Proposed Elevations Plan ref 9308 BEZ-CAA-V5-ZZ-DR-A-3002 Rev P3 dated 07/04/2021

Proposed Building Layout Plan ref 9308 BEZ-CAA-V5-00-DR-A-3000 Rev P5 dated 07/04/2021

Proposed Elevations and Materials Schedule ref 9308 FP-P-04 Rev B dated April 2020

Proposed External Works Hardstanding Specification ref 13819 701 Rev T3 dated July 2020

Proposed Fencing Plan ref 9308 FP-P-12 Rev C dated April 2020

Proposed Refuse Storage Plan ref 9308 FP-P-13 Rev B dated April 2020

Proposed External Lighting Plan 3G Sports Pitch and Training Pitch ref 021.006.EPP01 Rev P2 dated 11/01/2021

Proposed External Lighting Plan ref 020.078.FPP01 Rev P1 dated June 2020

Foul Drainage Plan ref 13879 501 Rev T5 dated 26/02/2021

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 No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.

Those details shall include:

- a) Final sustainable drainage layout plan appropriately labelled to include:
- Pipe/structure references
 - Dimensions,
 - Design levels,
 - Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each plot to confirm minimum 150mm+ difference for FFL.
- b) The drainage scheme should demonstrate that the surface water run-off and volume shall be attenuated on site up to the 1/100yr + climate change, with any excess discharged from site at the agreed Qbar rate of 5.75l/s/ as per the submitted Flood Risk and Drainage Strategy (GM10226 0013 V4).
- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates in accordance with BRE365.
- d) If it is agreed that infiltration is discounted by the investigations, an investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof).
- e) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable.
- f) A survey of the culverted section of the watercourse on Division Lane to confirm the final outfall point.
- g) Details of mitigation measures which will reduce impacts arising from the development associated with surface water drainage ensuring there will be no adverse impact on site integrity of designated sites outlines in the letter from Natural England dated 12th April 2021.

The scheme shall be implemented in accordance with the approved details prior to first use of any of the approved development, or completion of the development, whichever is the sooner.

Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage of sewage and 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 and the Blackburn, Blackpool and Lancashire Flood Risk Management Strategy.

- 4 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.

- 5 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a scheme to deal with the risks associated with this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in accordance Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027, saved Policy BH4 of the Blackpool Local Plan 2001-2016 and paragraph 170 of the National Planning Policy Framework.

- 6 Prior to the commencement of any development on site, the hedgerow protection measures indicated in the Arboricultural Impact Assessment by Wardell-Armstrong dated August 2000 shall be put in place and shall be retained for the duration of the site preparation and construction period.

Reason: To secure the protection, throughout the time that the development is being carried out, of hedgerows growing within or adjacent to the site which are of amenity and biodiversity value to the area, in accordance with Policies CS6 and CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Saved Policies LQ6 and NE7 of the Blackpool Local Plan 2001-2016.

- 7 The development shall take place in full accordance with the Construction Management Plan by Conlon dated January 2021 unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of safeguarding the character and appearance of the area and to ensure the development phase does not have an unacceptable impact on biodiversity or lead to pollution of water bodies in accordance with Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1, BH3, BH4 and NE4 of the Blackpool Local Plan 2001-2016.

- 8 The development hereby approved shall proceed in full accordance with the recommendations and mitigations set out in the Preliminary Ecological Appraisal Report dated August 2020 by Wardell Armstrong and the Construction Phase Plan dated June 2020 by STRI.

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy LQ6 of the Blackpool Local Plan 2001-2016.

9 The following measures shall be adhered to throughout the construction period of the development hereby approved:

- all materials will be covered and stored on raised pallets only
- means of escape for amphibians and small mammals shall be provided from any excavation (i.e. solid plank providing access from the base of the excavation to ground level)
- construction and storage areas to be inspected at the start of each working day for amphibians and small mammals
- in the event that a protected species is found on site, works should immediately cease and a suitably qualified and experienced ecologist consulted
- any non-protected species found on site should be carefully removed and placed under cover on the other side of the site boundary.

Reason: In order to safeguard biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy LQ6 of the Blackpool Local Plan 2001-2016.

10 Prior to the commencement of any above ground construction, a scheme of ecological enhancement shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with this approved scheme. For the purpose of this condition, the scheme of ecological enhancement shall include:

- Provision to bolster existing hedgerows with native species
- Provision of bird and bat boxes
- Features to facilitate roaming of small mammals

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy LQ6 of the Blackpool Local Plan 2001-2016.

11 No trees or hedgerows shall be felled or cleared during the main bird nesting season (March to September inclusive) unless written confirmation of the absence of nesting birds by a suitably qualified and experienced ecologist has been submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to safeguard biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy LQ6 of the Blackpool Local Plan 2001-2016.

12 The development hereby approved shall not be brought into use until a detailed Car Park Management Strategy (CPMS) has been developed and agreed with the local planning authority unless otherwise agreed in writing with the local planning authority. The CPMS shall include measures to encourage sustainable transport to limit parking demand, monitoring of peak period car park usage and capacity and also impact of any off-site parking.

Reason: In order to ensure that sufficient car parking can be provided and safe and convenient access is available to the development by a range of transport modes in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and saved Policy AS1 of the Blackpool Local Plan 2001-2016.

- 13 Prior to the first occupation or use of the development hereby approved:
- (a) a landscaping scheme shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall include a full planting schedule detailing plant species and initial plant sizes, numbers and densities;
 - (b) the landscaping scheme agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details; and
 - (c) Any trees or plants planted in accordance with this condition that are removed, uprooted, destroyed, die or become severely damaged or seriously diseased within 7 years of planting shall be replaced within the next planting season with trees or plants of similar size and species to those originally required unless otherwise first submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that 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 in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and LQ6 of the Blackpool Local Plan 2001-2016.

- 14 The detailed design and specifications of the 3G pitch along with a timetable for its implementation, management and maintenance shall be submitted to and agreed by the local planning authority.

Reason: To ensure that the 3G pitch fully conforms to the Football Federation and Football Association requirements and to ensure that the 3G pitch is maintained to meet the current and future needs of communities in accordance with the adopted Playing Pitch Strategy.

- 15 The detailed design and specifications of the rugby pitch along with a timetable for its implementation, management and maintenance based on the recommendations of the Agronomy Report dated November 2020 by STRI shall be submitted to and agreed by the local planning authority.

Reason: To ensure that the rugby pitch is sufficient to meet the needs of Rugby League and to ensure that the facility is maintained in good playable condition to meet the current and future needs in accordance with Policy CS6 of the Blackpool Local Plan, Part 1: Core Strategy and Policy BH7 of the Blackpool Local Plan 2001-2016 and the adopted Playing Pitch Strategy.

- 16 The pitches hereby approved shall not be brought into use until a community use agreement has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to all pitches, and include details of pricing policy, hours of use, user matrix for the pitches, access by non-football club members, management responsibilities and a mechanism for review. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To ensure that members of the community are able to utilise the approved development in accordance with Policies CS6 and CS15 of the Blackpool Local Plan, Part 1: Core Strategy and Policies BH7 and BH21 of the Blackpool Local Plan 2001-2016.

- 17 Prior to the development hereby approved being first brought into use, the parking provision shown on the approved plan(s) shall be provided and shall thereafter be retained as such. There shall not at any time be parking charges applied for car parking in relation to the use of

the development hereby approved and the car parking facilities shall only be used for car parking in association with the sporting provision and for no other purpose.

Reason: In order to ensure that adequate parking provision is available to meet the needs of the development in the interests of the appearance of the area and highway safety in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

18 Before the development hereby approved is first brought into use:

(a) details of cycle storage provision to include the type of cycle stand and the form and materials of a waterproof cover and enclosure shall be submitted to and agreed in writing by the Local Planning Authority; and

(b) the cycle storage agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details.

Reason: In order to encourage travel to and from the site by a sustainable transport mode in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

19 Before the development hereby approved is first brought into use the refuse storage shown on plan ref. 9308 FP-P-13 revision B shall be provided and shall thereafter be retained and maintained as such.

Reason: In the interest of the appearance of the site and locality in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016.

20 The external materials to be used on the development hereby approved shall be as specified on plan reference 9308 FP-P-04 revision B unless otherwise first submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any above ground construction.

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

21 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 surfacing and the development shall thereafter proceed in full accordance with these approved details.

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

22 Prior to the commencement of any above ground construction, the profile details of the development 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 agreed details. For the purpose of this condition, the profile details shall show to the extent of recession or projection of windows, doors and other architectural features of the building.

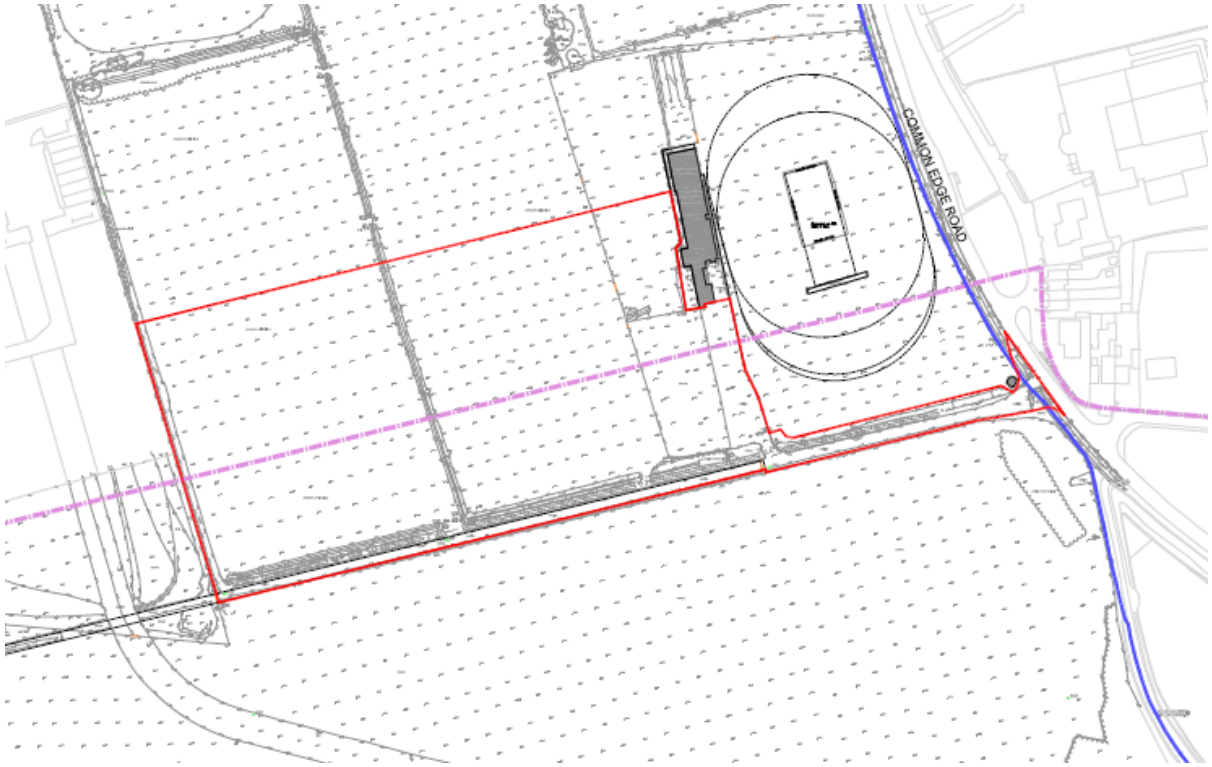
Reason: In order to secure appropriate visual articulation and interest in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and LQ4 of the Blackpool Local Plan 2001-2016.

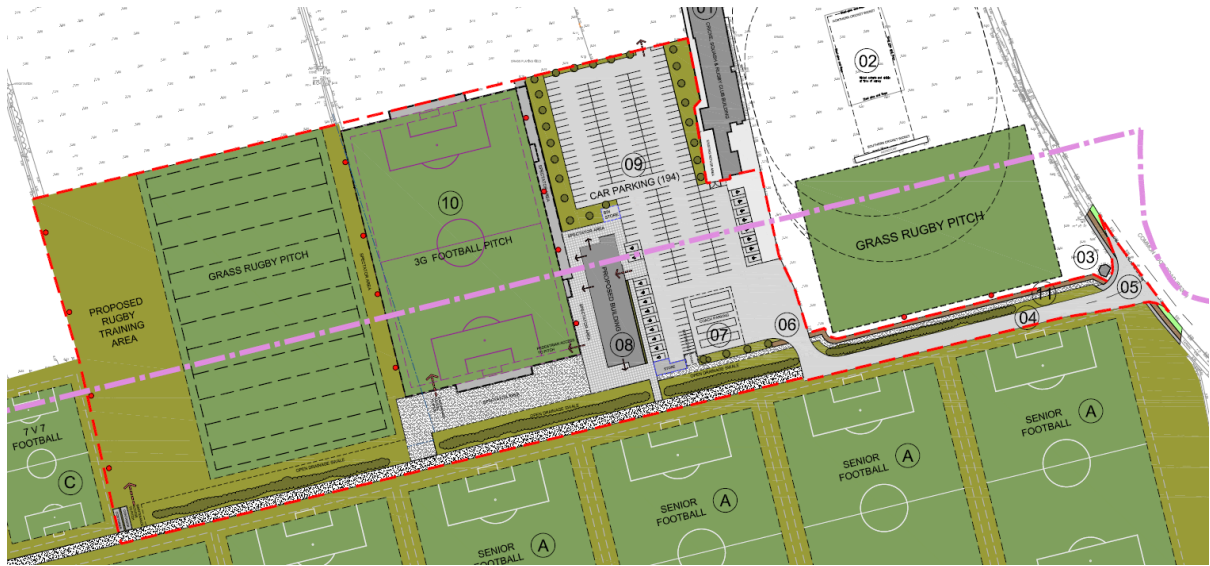
- 23 Prior to the development hereby approved first being brought into use, the off-site highway works detailed in BWB plan reference BAEZ-BWB-GEB-01-DR-TR-121 S2 Revision P7 dated 13/05/2021 shall be implemented in full and in full accordance with the approved details before the development hereby approved is first occupied unless amended details are agreed in writing with the local planning authority.

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

ADVICE NOTES TO DEVELOPERS

1. The applicant will need to apply for a water discharge environmental permit from the Environment Agency under the Environment Permitting Regulations 2010. The applicant should contact the Environment Agency for further information at CLPlanning@environment-agency.gov.uk





PROPOSED WEST ELEVATION
SCALE 1:100



PROPOSED EAST ELEVATION



PROPOSED SOUTH ELEVATION
SCALE 1:100



PROPOSED NORTH ELEVATION



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Blackpool Council
Development Management

Officer Report to Committee

Application ref: 20/0633

Ward: Talbot

Application type: Outline application. Matters applied for are scale, layout and access.

Location: Land bound by Adelaide Street, Leopold Grove and Alfred Street, Blackpool

Proposal: Erection of a five storey hotel, to provide up to 160 bedrooms and two storey car park for a maximum of 94 vehicles accessed from Adelaide Street and Alfred Street (Outline application for scale, layout and access).

Recommendation: APPROVE

Case officer: Clare Johnson

Case officer contact: 01253 476224

1.0 BLACKPOOL COUNCIL PLAN 2019-2024

- 1.1 The Council Plan sets out two priorities. The first is ‘the economy: maximising growth and opportunity across Blackpool’, and the second is ‘communities: creating stronger communities and increasing resilience.
- 1.2 The proposal for a large hotel abutting the Town Centre, adjacent to the Conference Centre and Winter Gardens complex would accord with priority one and would support the wider regeneration efforts in and around the Town Centre.

2.0 SUMMARY OF RECOMMENDATION

- 2.1 This proposal is a positive step towards the regeneration of the area and the site is in a key location on the edge of the town centre and adjacent the Winter Gardens, one of Blackpool's most important heritage assets and leisure and conference facilities. Works are presently under construction to provide a Conference Centre fronting Leopold Grove directly opposite the application site (applications 16/0809, 16/0815 and 18/0175 refer).
- 2.2 It is considered that the proposal is in accordance with national and local planning policies and the proposal would further regenerate and enhance the area and provide good quality visitor accommodation to support the town centre and the wider leisure economy. The application seeks outline planning permission for scale, layout and access only with matters of appearance and landscaping reserved for future consideration. Accordingly, the Officer recommendation is to grant planning permission subject to appropriate conditions.

3.0 INTRODUCTION

- 3.1 The application is for outline planning permission for the scale, layout and access for a five storey hotel and car park with the matters of appearance and landscaping reserved for future consideration. This application is before Members because it's a major regeneration scheme of general public interest within the Town Centre Conservation Area and forms part of the setting of the Winter Gardens, which is a Grade 2* listed building.
- 3.2 A detailed planning permission was granted under application ref: 09/0999 on 11 January 2010 for the erection of a part five/part six storey 156 bedroom hotel with 48 parking spaces on the lower ground floor accessed from Leopold Grove with associated facilities occupying the current application site, excluding 2-8 Leopold Grove and 2-8 Alfred Street. An outline planning application for access and scale was approved, subject to conditions (ref: 16/0553) for a part five/part six storey 156 bedroom hotel with 48 parking spaces on the lower ground floor on 23 November 2016. This application also excluded 2-8 Leopold Grove and 2-8 Alfred Street. A further outline planning application for scale only, was approved subject to conditions (ref: 18/0159) for a part three/four and five storey 203 bedroom hotel with a lower ground floor car park providing 62 car parking spaces on 20 June 2018. The latter proposal incorporated 2-8 Leopold Grove and 2-8 Alfred Street.
- 3.3 Approximately two thirds of the current application site is operating as an 80 space pay and display car park on a temporary basis, following the demolition of fourteen terraced buildings in 2009. The temporary planning permission for the use of the site as a car park expired in March 2014. The remaining land involves 2-8 Leopold Grove and 2-8 Alfred Street which are currently cleared sites being used on a temporary basis as site compounds to facilitate the construction of the conference centre on Leopold Grove.

4.0 SITE DESCRIPTION

- 4.1 The application site measures 0.31ha (3100 square metres) and abuts the Town Centre boundary as defined by the Blackpool Local Plan 2001-2016 and the site is within the Town Centre Conservation Area. The South Town Centre Holiday Accommodation Area is approximately 50m to the south/south west of the site.
- 4.2 The site is bound by Leopold Grove to the west, Adelaide Street to the south and Alfred Street to the east and adjacent buildings to the north front on to Church Street. The area has a mixed character with hotel and guest house uses to the south, mixed holiday, residential and commercial uses to the east and north and the Grade II* Winter Gardens to the west. The scale of the buildings in the area in terms of height and footprint varies from two-storey dwellings, apartment blocks including the four-storey former gas showroom to the north, three and four-storey hotels and the large Winter Gardens complex on the western side of Leopold Grove. The site falls from the north east to the south west towards Adelaide Street and is approximately 5m lower than the most northern part of the site on Alfred Street.
- 4.3 The town centre is well served by buses, trams and trains which means the application site has a high accessibility level. There are some pay and display parking bays on Alfred Street and Leopold Grove but parking restrictions are in operation in most of the surrounding streets in the area. Both Leopold Grove and Alfred Street are operating on a one way system running from south to north.

- 4.4 The south part of the site is currently a surface level public car park providing approximately 80 spaces and the northern part comprises two previously cleared sites, formerly addressed as 2-8 Leopold Grove and 2-8 Alfred Street.
- 4.5 The site is within Flood Zone 1 and is therefore at low risk of river or tidal flooding and is also at low risk of surface water or reservoir flooding. The site is within the Defined Inner Area and no other designations or constraints have been identified.

5.0 DETAILS OF PROPOSAL

- 5.1 This outline planning application seeks approval for the scale and layout of a five storey hotel and the access to it. The hotel would have up to 160 bedrooms and a car park providing 94 parking spaces over two floors. The detailed matters of landscaping and appearance are reserved for future consideration.
- 5.2 **Layout:** The previously approved hotel proposals on the site involved a hotel covering the site between Leopold Grove and Alfred Street, with lower ground floor car parking. The current proposal involves the erection of a hotel on approximately one third of the site along the Leopold Grove frontage, with the Alfred Street side comprising a lower and upper ground floor (two-storey) secure car park. 160 bedrooms are indicated on the plans, but the Design and Access Statement confirms that there is potential for alternative ancillary uses on the upper floors such as meeting rooms, lounge areas or a gym.
- 5.3 **Access:** The car park would have with 47 spaces (including 10 accessible spaces) on the lower ground floor accessed off Adelaide Street and 47 spaces on the upper ground floor accessed off Alfred Street (94 spaces in total). Vehicle drop-off would take place in a dedicated bay off Adelaide Street. The main pedestrian access would be from Adelaide Street with a secondary entrance and lobby off Leopold Grove. Access for servicing and deliveries would be in part, from an existing access off Leopold Grove between the development and 115 Church Street which would be shared with 115 Church Street and 119 Church Street. Access for larger servicing and delivery vehicles and when Leopold Grove is closed, would be off Alfred Street through the upper floor of the car park. Cycle storage would be provided in a secure room on the ground floor. The application makes reference to a potential bridge link at second floor which would connect to the conference centre over Leopold Grove, which if pursued, would result in the loss of a hotel bedroom. However, the bridge does not form part of this application and is indicative only.
- 5.4 **Scale:** The hotel would be approximately 19 metres tall at its highest point to the south fronting Adelaide Street (similar to the scheme previously approved under 09/0999) and approximately 16 metres tall to the north adjacent to properties fronting Church Street (approximately 5m taller than the previously approved scheme 18/0159). The hotel would have a flat roof, the differences in height around the development is as a result of the existing changes in land levels.
- 5.5 Whilst streetscene elevation plans have been submitted, these are intended to illustrate the scale in relation to the surrounding development. Detailed design of the elevations is not a consideration for Members in this application. Similarly, the plans indicate a green wall around the car park, a green roof and a landscaping strip above the mezzanine level. Again, these matters are illustrative only.

5.5 The application has been supported by:

- Planning Statement
- Heritage Statement
- Design and Access Statement
- Transport Assessment
- Travel Plan
- Surface Water Drainage Technical Note

6.0 RELEVANT PLANNING HISTORY

6.1 09/1004 - Full planning application for the use of land as temporary car park for a period of 3 years following demolition of existing buildings. Granted 21 September 2009.

6.2 09/0999 – Full planning application for the erection of a part five/part six storey 156 bedroom hotel with 48 parking spaces on the lower ground floor accessed from Leopold Grove with associated facilities. Granted 11 January 2010.

6.3 12/0226 – Full planning application for the continued use of land as temporary car park with alterations to the layout and the access and egress. Granted 21 September 2012 – expired 04 March 2014

6.4 16/0553 – Outline planning application (access and scale) for the erection of part five/ part six storey 156 bedroom hotel. Granted 23 November 2016.

6.5 17/0137 – (2-8 Leopold Grove) Demolition of 4 town houses. Granted 31 March 2017

6.6 17/0516 – (2-8 Alfred Street) Demolition of existing buildings. Granted 15 March 2018

6.7 18/0159 – Outline planning application (scale only) for the erection of a part three/four and five storey 203 bedroom hotel with a lower ground floor car park providing 62 car parking spaces. Granted 20 June 2018.

7.0 MAIN PLANNING ISSUES

7.1.1 The main planning issues are considered to be:

- principle of development
- amenity impact
- visual amenity and heritage impact
- highway impact
- other issues

8.0 CONSULTATION RESPONSES

8.1 Historic England:

8.1.1 Historic England confirms that the Winter Gardens, a Grade II* listed building, has exceptional social and historical interest, as well as being an awe inspiring example of entrepreneurial ambition. The building is exceptionally significant as it is the earliest, most ambitious and most complete Winter Garden complex in the country and is a key building in

defining the character and appearance of the Blackpool Town Centre Conservation Area in which it is located.

8.1.2 This existing car park is currently identified as make a negative contributor to both the setting of the Winter Gardens, and to the character and appearance of the conservation area. The redevelopment of the site is therefore identified to have the potential to positively respond to the significance of both of these assets. Historic England is therefore supportive of the proposal to redevelop this gap site and has no objection to the application on heritage grounds.

8.1.3 Although detailed design and appearance are not a consideration in this outline application, Historic England have stated that there is scope to achieve a design that is more distinctive and that more boldly reflects the lively architectural tradition within the town and encourages a more in-depth examination of the town's architectural heritage. Breaking the longer elevations of the proposed building would help assimilate the building into its context.

8.2 Environment Agency:

8.2.1 No comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.3 United Utilities:

8.3.1 United Utilities have requested that the standard condition relating to the management of surface water drainage:

- (i) require foul and surface water to be drained separately;
- (ii) require agreement of a surface water drainage scheme; and
- (iii) require agreement of a management plan for that scheme.

8.3.2 United Utilities have confirmed that a public sewer crosses this site and that they may not permit building over it. Diversion of the affected public sewer may be necessary with all costs associated with sewer diversions must be borne by the applicant.

8.4 Electricity North West:

8.4.1 The development is shown to be adjacent to of affect Electricity North West's operational land or electricity distribution assets. The consultation response directs the developer to a number of safety documents and advice and provides contact details should the development go ahead. Any costs associated with the diversion of apparatus, the costs would usually be borne by the applicant.

8.4.2 The applicant should be aware of Electricity North West's requirements for access to inspect, maintain, adjust, repair or alter any of their distribution equipment, day or night.

8.5 Blackpool International Airport:

8.5.1 No comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

8.6 Police Architectural Liaison Officer:

8.6.1 Crime figures for this locality indicate that the hotel must have adequate security measures to keep people safe and feeling safe and to reduce the opportunity for crimes such as burglary, criminal damage and assault. The project should be built to achieve the Secured by Design award. Various security measures are required including:

- The placement of Cameras and CCTV requirements;
- Anti-vandal access control systems;
- Illuminated and alarmed fire doors;
- Installation of panic alarms;
- Good coverage of external lighting, glazed screens and avoid recessed areas to promote natural surveillance;
- Ground floor external glazing should be laminated to reduce risk of damage and burglary;
- External and high risk internal doors should meet specific requirements to withstand attempts of forced entry and burglary;
- Ground floor and other easily accessible windows to be fitted with restrictors;
- An external lighting strategy is required which is sufficient to co-ordinate with the CCTV system;
- Vulnerable areas to be protected by bollards or substantial planting boxes;
- Counter Terrorism measures should be considered to mitigate vulnerability to any terrorist threat in crowded places;
- Security details during construction;
- The car park should be developed to the standards within the Park Mark Safer Parking scheme, should be well illuminated and covered by CCTV

8.7 Fire Authority:

8.7.1 Sets out the vehicle access and water requirements under the Building Regulations.

8.8 Blackpool Civic Trust:

8.8.1 The Civic Trust supports the application as it will rejuvenate the area and ensures the adjacent Winter Gardens adds to its attractiveness as an event venue. Commercially this development is important for the town centre economy

8.9 Built Heritage Manager:

8.9.1 No objections in principle but has made the following comments:

- The Adelaide Street elevation shown on page 17 of the Design and Access Statement shows the height of the hotel competing with views of the Tower. The elevation should be stepped back to preclude this from happening.
- The hotel should have a parapet of sufficient height so that the plant on the roof is hidden from view as far as possible.
- The hotel will form the immediate setting of the grade II* Winter Gardens complex, so the range of materials should as far as possible be kept to a minimum to ensure simplicity of design to complement rather than dominate the complex and new conference centre.

- I do not support the inclusion of a connecting bridge between the hotel and the Winter Gardens complex. This will block the clear views north up Leopold Grove towards Cedar Square and potentially set a precedent for future developments.
- As an aside, the Heritage Statement states that the Town Centre Conservation Area is a local designation and of low significance. Conservation area designation is a statutory designation, which means that the conservation area has national significance.

8.9.2 The Built Heritage Manager has since accepted that a connecting bridge could be supported subject to high quality design but the bridge isn't included for consideration as part of this application.

8.10 Head of Highways and Traffic Management Services:

8.10.1 The previous approval was a bigger one so scale is accepted. Access and layout are broadly as before – but rather different in detail. Access and layout were reserved matters in 2018 – so it was never approved as such.

8.10.2 The Transport Statement is acceptable.

8.10.3 **Adelaide Street:** They have provided swept paths for cars to the frontage. The proposed access at Adelaide Street will involve extensive highway and utility works. It is assumed that a scheme will be agreed, at the development's expense, covering an appropriate area. We would anticipate proposals on materials on all frontages.

8.10.4 Coach loading/unloading will be kerbside somewhere that we agree is acceptable although possible controls are limited. At present the designers do not know if the operator would encourage coaches, so for now they would unload coaches on the next block west. A parking/loading ban on the road on the hotel frontage should be secured at the developers' expense as part of the highway works.

8.10.5 **Alfred Street:** Approvals and a Traffic Regulation Order (TRO) will be required for the car park access on Alfred Street. The swept paths are acceptable. The reverse manoeuvre would need to be supervised and the developer is aware. The developer has been informed that the Council may use Alfred Street as a cycle route and/or reverse the flow.

8.10.6 The car park is on two separate and unconnected floors. The lower floor is accessed from the entrance layby off Adelaide Street – comments above. The upper floor is accessed from Alfred Street which is acceptable.

8.10.7 The means of control of the car parking is not specified. There would potentially be no easy external route from either floor to the other. The separation is arguably a management issue since the car park will be private and for staff/guests only.

8.10.8 **Leopold Grove:** A concept scheme has been prepared for Leopold Grove to tie in with the new conference centre and the access, delivery and security arrangements needed. No vehicles will be able to access Leopold Grove at certain times and so no servicing would be permitted from Leopold Grove. Logically the hotel will have to be serviced from Alfred Street with parking spaces accessed from Adelaide Street and/or Alfred Street as indicated.

- 8.10.9 Leopold Grove will become sterile every time there is an event at the conference centre. The scheme allows for closing the street with the use of Hostile Vehicle Mitigation gates and the scheme does not allow for any on-street parking bays for any purpose.
- 8.10.10 Leopold Grove will be very much front of house for the hotel. The Council will seek a contribution of 40% towards the estimated cost of the works, which are presently estimated at £980,000 (£392,000). Clearly there are issues of detailed design, programming and construction management to be negotiated.
- 8.10.11 Stoppings up and third party access: There are various stoppings up needed as the scheme is drawn. The proposed service access utilises an adopted back street to which others have legitimate access. Repositioning the service access would remove the need for the stopping up but the applicants may aspire to occupy that space anyway. The service access as proposed would be unavailable at certain times due to the management of Leopold Grove.
- 8.10.12 **Parking:** Various TRO's would need amendment, changes to footway crossings etc.
- 8.10.13 **Deliveries:** As proposed this utilises an adopted back street off Leopold Grove, to which others have access. It is about 3.3m wide so is not generally wide enough for an HGV at 2.5m plus mirrors. It is to be used by reversing in, which would need to be demonstrated by swept paths. It would not be reasonable for the Council to condition vehicle sizes to enable servicing of a space that narrow and so the space needs to be made wider at the expense of floor space at that end. Reversing manoeuvres are not acceptable at that point but it is as previously approved. Since only one vehicle can get in at any one time a servicing management plan would be required if it were approved, or if it were to be repositioned.
- 8.10.14 In view of the extensive improvement scheme for Leopold Grove, it would be most logical to move the delivery access to the same location on Alfred Street. This would result in the loss of some parking spaces on the lower level. Leopold Grove is obviously the principal frontage of the hotel and would, thus, be free from commercial vehicle traffic and, especially, standing HGV's. The scheme for Leopold Grove has been designed to be compatible with future security arrangements at the Conference Centre – some of which would preclude the use of Leopold Grove by vehicles.
- 8.10.15 The potential bridge link to the conference centre crosses the public highway so it would have to be designed, built, maintained and approved according to the Design manual for roads and bridges, other building codes may need to be checked too. Also depending on its clearance from road level to the "bridge deck" it may need height markers and advanced signage to reduce the chance of vehicle impact and a management plan in place should a bridge strike occur would be needed regardless of height.
- 8.10.16 In light of these comments, the Head of Highways and Traffic Management Services has been party to discussions with the applicant and is content that the concerns raised have been satisfactorily addressed or can be resolved or managed subject to conditions. The bridge element is indicative only and doesn't form part of this application.

8.11 Local Lead Flood Authority:

8.11.1 Based on the drainage system and available routes, the 30% reduction or whatever value UU imposes (lowest of the 2 would be enforced) 22L/s based on the 30% reduction is the only possible outcome. The exceedance route going downhill to highway drainage entering the same sewer network would not have much impact and there's also nowhere else it could really go.

8.12 Head of Strategic Assets and Estate:

8.12.1 No comments to make.

8.13 Environmental Protection:

8.13.1 A noise assessment will be required for the plant machinery which is to be located on the roof of the building.

8.14 Contaminated Land Officer:

8.14.1 There is no risk of historical land use contamination, however due to the age of the properties which have been demolished there would be a likelihood of asbestos being present.

8.15 Waste:

8.15.1 No comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

9.0 REPRESENTATIONS

9.1 Press notice published: 20/10/2020

9.2 Site notice published: 27/10/2020 and 14/04/2021

9.3 Neighbours notified: 16/10/2020 and 06/04/2021

9.4 No representations have been made as a result of the consultation.

10.0 RELEVANT PLANNING POLICY

10.1 National Planning Policy Framework (NPPF)

10.1.1 The NPPF was adopted in February 2019. It sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:

- Section 6 – Building a strong, competitive economy
- Section 7 - Ensuring the vitality of town centres
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- 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 natural environment

10.2 National Planning Practice Guidance (NPPG)

10.2.1 The NPPG expands upon and offers clarity on the points of policy set out in the NPPF.

10.3 Blackpool Local Plan Part 1: Core Strategy 2012-2027

10.3.1 The Core Strategy was adopted in January 2016. The following policies are most relevant to this application:

- CS1 Strategic Location of Development
- CS3 Economic Development and Employment
- CS7 Quality of Design
- CS8 Heritage
- CS9 Water Management
- CS10 Sustainable Design and Renewable and Low Carbon Energy
- CS12 Sustainable Neighbourhoods
- CS17 Blackpool Town Centre
- CS18 Winter Gardens
- CS21 Leisure and Business Tourism
- CS23 Managing Holiday Bed Spaces

10.4 Blackpool Local Plan 2011-2016 (saved policies)

10.4.1 The Blackpool Local Plan was adopted in June 2006. A number of policies in the Local Plan have now been superseded by policies in the Core Strategy but others have been saved until the Local Plan Part 2: Site Allocations and Development Management Policies has been produced. The following saved policies are most relevant to this application:

- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- BH3 Residential Amenity
- BH4 Public Health and Safety
- LQ1 Lifting the Quality of Design
- LQ7 Strategic Views
- LQ9 Listed Buildings
- LQ10 Conservation Areas
- AS1 General Development Requirements
- AS2 New Development with Significant Transport Implications

10.5 Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (emerging policies)

10.5.1 The Blackpool Local Plan Part 2 has been subject to a formal consultation exercise which ended on the 2nd April 2021. At this point in time limited weight can be attached to the policies proposed. Nevertheless, the following draft policies in Part 2 are most relevant to this application:

- MUSA1 Town Centre Mixed Use Site
- DM17 Design Principles
- DM19 Strategic Views
- DM26 Listed Buildings
- DM27 Conservation Areas
- DM31 Surface Water Management
- DM35 Biodiversity
- DM36 Controlling Pollution and Contamination
- DM41 Transport Requirements for New Development

10.6 Other Relevant Policy Guidance and declarations:

10.6.1 Blackpool Council declared a Climate Emergency in June 2019 that requires urgent action. The Council are committed to making its' activities net-zero carbon by 2030 and that planning decisions are in line with a shift to zero carbon by 2030.

10.6.2 The Holiday Accommodation Supplementary Planning Document (SPD) was adopted in 2017. The SPD supports an improvement in quality in the most sustainable locations.

10.6.3 The Blackpool Town Centre Strategy was adopted in 2013 and sets out the importance of Blackpool Town Centre to the successful regeneration of the resort and the economic prosperity of the wider Fylde Coast. This document has a number of objectives, including improving the quality of buildings, streets and spaces in the Town Centre and developing a high quality hotel offer.

11.0 ASSESSMENT

11.1 Principle of development

11.1.1 The principle of hotel development of between three and six storeys on this site has already been established with the granting of planning permission in 2009 under ref: 09/0999, again in 2016 under application ref: 16/0553 and most recently in 2018 under application ref: 18/0159, which also included the cleared sites to the north (17/0137 and 17/0516 refer). There has been no material change in the site circumstances since the 2018 application was granted. The NPPF was amended in 2019, but there were no changes to the Framework that would suggest that a hotel in this location would no longer be acceptable in principle.

11.1.2 In any case, the site is just outside of the Town Centre Boundary (the Winter Gardens across the road and the properties to the north facing Church Street are within the boundary). The NPPF identifies hotels as Main Town Centre Uses and states that such uses should be located in town centres and then in edge of centre locations which are accessible and are well connected to the town centre.

- 11.1.3 Core Strategy Policy CS21 states that proposals for new visitor accommodation will be focused on the Town Centre, resort core and defined holiday accommodation areas unless exceptional circumstances justify a peripheral location outside of these areas. Whilst the site isn't within a Holiday Accommodation Area as defined in the Holiday Accommodation SPD, given the site's location abutting the Town Centre and directly opposite the Winter Gardens complex and the new Conference Centre, it is considered that the proposal would be sufficiently in accordance with Policy CS21.
- 11.1.4 Core Strategy Policy CS8 states that development proposals will be supported that enhance the setting and views of heritage assets through appropriate design and layout of new development and design of public realm and strengthen the existing townscape character created by historic buildings. The existing car park and cleared sites to the north provide a poor setting for the Winter Gardens and creates a negative tarmac void in an otherwise built up area.
- 11.1.5 The scheme represents a major investment in the existing tourism and emerging conference industry and would contribute towards the regeneration objectives set out in the Core Strategy and priority one of the Council Plan and would support the wider regeneration efforts in and around the Town Centre.
- 11.1.6 It is considered that the proposed hotel development continues to be acceptable in principle.

11.2 Impact on amenity

- 11.2.1 The development would have the greatest impact on residential amenity in the apartments at 115 Church Street in terms of outlook and light, although the apartments appear to be unoccupied. The northern elevation of the proposed hotel would be approximately 16m tall, approximately 3.5m away from the southern elevation of 115 Church Street. The previous three-storey building which stood in the same position was approximately 11.3m tall with a pitched roof. Assuming the apartments at 115 Church Street have been laid out in accordance with approved plans (13/0781 refers), the south elevation facing the hotel contains windows to a study in the basement, 1 bedroom on the ground floor (a second bedroom) and an en-suite bathroom as first floor, and so these rooms would have poor outlook and reduced light levels as a result of the development. However, a study is not a habitable room and there is no requirement for a bathroom to have natural light. Reducing the height of the development would have no benefit to the bedroom at ground floor, as any building over two storeys high would have a similar impact.
- 11.2.2 There are no windows to habitable rooms on the southern elevation in the second and third floor apartments. One apartment on the second floor has access to a roof terrace adjacent to the development. The proposed hotel would be approximately 3m taller than that roof terrace, but being 3.5m away, loss of light to the terrace would be minimal. Outlook from that terrace would be affected to the south but outlook to the west over Leopold Grove would be unaffected. The plans indicate that there would be a single window on the north elevation on each of the upper floors, serving corridors to the hotel bedrooms. In order to protect the privacy of residents 115 Church Street, a condition requiring these windows to be obscure glazed and fixed shut is considered necessary. Subject to the imposition of that condition, no unacceptable impacts on residential amenity are anticipated for the occupants of 115 Church Street.

- 11.2.3 The other properties fronting Church Street have three-storey rear outriggers but there are no windows on the southern elevations. These properties have limited outside spaces at the rear and they appear to be used in conjunction with the ground floor commercial premises rather than serving as amenity space for any upper floor residential units. No unacceptable impact on residential amenity in terms of outlook, privacy or loss of light have are anticipated in relation to these properties.
- 11.2.4 On Alfred Street to the east of the development, there is a semi-derelict building which was last used as a car park at ground level and what appears to be holiday accommodation on the corner of Alfred Street and Adelaide Street (71 Adelaide Street). The tallest part of the proposed development would be approximately 30m away from and to the west of the holiday accommodation so there would be no loss of privacy. Given the separation distance and the scale of the Winter Gardens, the proposed hotel would have minimal additional impact on light at this property.
- 11.2.5 To the south of the site is holiday accommodation and a block of self-contained flats. Given the orientation of the development site to the north, there would be no loss of light for the existing accommodation and Adelaide Street is a standard street width so no unacceptable loss of privacy would result.
- 11.2.6 The site falls within the defined Town Centre boundary where general levels of activity, noise and disturbance are higher than would typically be expected in a more traditional residential setting. As such, local residents will be accustomed to a more dynamic living environment, and it is reasonable to assume that future residents would take this characteristic into account as part of their decision to live in this area. However, Environmental Protection have requested that a noise assessment of any ventilation and plant to be provided. Such an assessment would typically include any mitigation measures required and these details can be agreed by condition in order to protect residential amenity in terms of noise.
- 11.2.7 A Construction Management Plan would also been agreed by condition to minimise noise and disturbance to residents and visitors during the construction phase. There is no reason to suppose that the proposal would be a source of odour nuisance.
- 11.2.8 In terms of the amenity of guests staying at the hotel, all of the bedrooms would have outlook over Leopold Grove or Alfred Street.
- 11.2.8 In light of the above, no unacceptable impacts on residential or visitor amenity have been identified.

11.3 Impact on visual amenity and heritage

- 11.3.1 National planning policy relating to the conservation and enhancement of the historic environment is articulated in section 16 of the National Planning Policy Framework. These policies state that assets should be conserved in a manner appropriate to their significance (paragraph 184) and that when considering the impact of a proposed development, great weight should be given to the asset's conservation (paragraph 193). These national policies are supported by Core Strategy Policy CS8 and saved Policies LQ9 and LQ10.

- 11.3.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and requires them to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 11.3.3 Saved Policy LQ9 confirms that applications will be considered having regard to the setting of a listed building. Saved Policy LQ10 requires all development to preserve and enhance the character and appearance of the Conservation Area. Policy CS8 supports proposals that will enhance the setting and views of heritage assets through appropriate design and requires developers to demonstrate how any development affecting heritage assets (including conservation areas) will conserve and enhance the asset, its significance and its setting. Accordingly, the application is supported by a Design and Access Statement and a Heritage Statement.
- 11.3.4 The proposed hotel will clearly have an impact on the setting of the Winter Gardens and the Town Centre Conservation Area but that impact is considered to be positive and conserves and enhances the significance of these heritage assets. In terms of layout, the double height hotel lounge/café would face the rear of the Winter Gardens and Conference Centre, providing an active frontage along the majority of Leopold Grove. The upper floors would overhang the ground floor by 1 metre which would provide definition to the ground floor and a transition between the building and the public realm.
- 11.3.5 The detailed design and dressing of the facades is a reserved matter but the Design and Access Statement alludes to good quality materials and confirms that the building design will be influenced by Blackpool's Art Deco heritage and will include strong geometry, horizontal and vertical elements and bays to achieve a contemporary building of its time and place which sits comfortably within its heritage setting.
- 11.3.6 Landscaping will also be important in softening the appearance of the building and car park and improving the setting of heritage assets whilst also providing green infrastructure in an area of the town that is very urbanised. Indicative drawings show that landscaping could be provided along the Alfred Street frontage, at mezzanine level between the hotel and the car park and that green walls and roofs could be incorporated. The details would be agreed as a reserved matter.
- 11.3.7 The plans indicate a link bridge over Leopold Grove connecting the hotel to the conference centre. However, this is indicative only and not included for consideration in this application.
- 11.3.8 Plant is shown centrally located on the roof and should not be visible in the streetscene. In any case, appearance is a reserved matter.
- 11.3.9 Previous consultations relating to this site have indicated that the site is within an area where there may be important features of archaeological interests. As such, a condition requiring appropriate investigation and safeguarding is considered necessary.
- 11.3.10 The Conservation Officer has concerns regarding the height of the hotel on Adelaide Street competing with views of the Tower. However, the scale and location on Adelaide Street has previously been found acceptable and Historic England have confirmed that the proposal is considered to have a positive impact, conserving and enhancing the significance of the heritage assets and preserving their contribution to the built environment into the future.

Historic England concludes that overall, subject to detailed design and use of materials and landscaping, the development would preserve and enhance the character and appearance of the site and the wider Conservation Area.

11.4 Impact on highways

- 11.4.1 The site is on the edge of the Town Centre and is within walking distance of the retail core, leisure facilities and tourist attractions, bars and restaurants and is accessible by public transport.
- 11.4.2 The application is supported by a Transport Assessment (TA) which confirms that the development has an accessibility rating of 26, which is classed as high accessibility. The TA has been reviewed by the Head of Highways and Traffic Management Services and he has no concerns with the content.
- 11.4.3 A Travel Plan has also been submitted, outlining measures which would encourage the use of sustainable modes of travel, including providing opportunities to travel by non-car modes and encouraging non-car modes of travel and minimising the number of car trips associated with the hotel. The details in the Travel Plan are acceptable. However, the Travel Plan confirms that an operator for the hotel has not yet been agreed and the future operator of the hotel may choose to produce a revised Travel Plan to meet their specific needs. As such, the submission of a Travel Plan should be required by condition to ensure that the staff and guests are encouraged to access the development in the most sustainable way.
- 11.4.4 The proposal would result in the loss of 80 public parking spaces and a loss of five parking spaces on Alfred Street in order to provide access and visibility splays for the upper level car park. This weighs against the scheme. However, the Blackpool Local Plan, Part 2: Site Allocations and Development Management Policies which was the subject of public consultation in February and March 2021, allocates a new mixed use site on the former Syndicate site on Church Street (approximately 65m to the north of the site), comprising a discount food store and multi-storey car park. Furthermore, the Council has committed to provide additional car parking capacity within Blackpool Town Centre responding to the recommendations of Strategic Parking Review undertaken by AECOM in 2016.
- 11.4.5 In terms of the car parking provision to serve the development, the adopted parking standards require a maximum of one parking space per bedroom with a reduction of up to 35% in high accessibility locations such as this. A hotel with 160 bedrooms should therefore provide a maximum of 104 car parking spaces. 94 car parking spaces (including 10 accessible spaces) would be provided. This is considered sufficient to provide a level of parking which will allow for the successful operation of the hotel whilst not jeopardising the aims of the Travel Plan.
- 11.4.6 The hotel bedroom/car parking ratio is much greater than previously approved schemes which provided either 48 spaces to serve 156 bedrooms or 62 spaces to serve 203 bedrooms. This indicates that the development would not increase pressures on on-street parking and other car parking facilities in and around the Town Centre relative to previously approved iterations. No coach parking is proposed but given the constrained nature of the site, none could be provided without losing a significant amount of car parking spaces. In any case, the Transport Assessment confirms that the hotel is not expected to serve large numbers of coach parties and that any coach drop-off and collection will occur from appropriate on-street locations. The Head of Highways and Traffic Management Services has

agreed with the agents that coaches would unload on the next block west. The Head of Highways and Transportation has raised no issues in principle with the vehicle accesses to the car parking, although has pointed out that given the car park is split level with no connection between them, access would have to be managed. However, as the car park would be for guests and staff only and not for the general public, the management is an issue for the future operator to address.

- 11.4.7 Five Sheffield cycle stands would be provided in a secure room, accommodating 10 bicycles at ground floor and this is considered sufficient to serve the development. This would be secured by condition.
- 11.4.8 A condition requiring the submission of details of electric vehicle charging infrastructure is considered necessary so that plug-in and other ultra-low emission vehicles can be charged within the development, in accordance with paragraph 110 part (e) of the National Planning Policy Framework.
- 11.4.9 In order to provide the vehicle access drop off points on Adelaide Street and Alfred Street, extensive works in the highway will be required including alterations to footpaths to provide access and dropped crossings and resurfacing. These details would be agreed by condition. A Traffic Regulation Order preventing parking or loading on Adelaide Street in front of the development and for the car park access on Alfred Street would also be required and agreed by condition.
- 11.4.10 Any contribution to additional highway works on Leopold Grove to tie in with the Conference Centre, over and above what is necessary to make the development acceptable in planning terms, would be agreed through a legal agreement between the developer and the Highway Authority. Similarly, any stopping up requirements to public highway would be agreed with the Highway Authority.
- 11.4.11 In terms of servicing, the servicing access on Leopold Grove is insufficient to serve Heavy Goods Vehicles and there will be times when Leopold Grove is closed to traffic when the Conference Centre is in use. As such, a condition preventing Heavy Goods Vehicle servicing from Leopold Grove is considered necessary. The majority of servicing would take place from Alfred Street through the upper floor car park.
- 11.4.12 Shared rear access for the properties fronting Church Street on to either Alfred Street of Leopold Grove remains unaffected.

11.5 Social impacts

- 11.5.1 Currently, the pay and display car park offers very few employment opportunities. Although the proposed employment details are currently unclear, a hotel of this scale would employ many people across a whole range of skills and would operate all year round. Given the high levels of unemployment in Blackpool and the seasonal nature of the tourism industry, a large hotel in this location would provide much needed employment opportunities and this weighs in favour of the scheme.

11.5.2 An additional large hotel on the edge of the Town Centre would support town centre businesses such as shops, eateries and tourism and leisure facilities as well as providing good quality hotel accommodation opposite the new Conference Centre. The development would be one of many regeneration projects in Blackpool and will assist in re-branding the Town Centre, strengthening it as a cultural, leisure and business destination for residents and visitors and this weighs notably in favour of the scheme.

11.6 Drainage

11.6.1 The site falls within flood zone 1. As such there is no requirement for the applicant to demonstrate compliance with the sequential or exceptions tests. The site area is less than a hectare so a Flood Risk Assessment is not required.

11.6.2 The existing site is largely hard-surfaced but there is an expectation that new developments reduce the amount of surface water entering the combined system where possible. Where this is not possible, developments are expected to achieve betterment in terms of surface-water run-off rates. This should be restricted to greenfield rates where possible but, if this is not practicable, a 30% reduction should be delivered.

11.6.3 During the life of the application, a Surface Water Drainage Technical Report was submitted. This report indicates that it is possible for the drainage system to be designed that reduces surface water discharge rates from the site by 30%, taking into account a 40% increase in rainfall intensity and a 1 in 100 year storm event to account for climate change. This weighs in favour of the application and would achieve betterment over the current arrangement and demonstrates that the site can be safely drained without increasing the risk of flooding elsewhere. However, the report lacks sufficient detail for it to be agreed as part of this application. Further work is required and so the standard drainage conditions should be imposed. Subject to these conditions, the development is not anticipated to have any unacceptable impacts relating to drainage or flood risk.

11.7 Ecology

11.7.1 The application site is hard surfaced with no habitat features for protected species.

11.7.2 New development should provide net gains for biodiversity. The Design and Access Statement refers to an Ecology Strategy which would be provided should an application for full planning permission be made in the future. However a condition requiring a scheme of ecological enhancement should be attached to any outline permission. This would include provision of landscaping using native species and the inclusion of roosting and nesting facilities for bats and birds. Subject to the condition proposed, no unacceptable ecological impacts are anticipated.

11.8 Sustainability

11.8.1 The Design and Access Statement includes a brief Sustainability Statement stating that the building will be designed to maximise environmental sustainability, with high performance façade materials, concrete slab for thermal balancing, and photovoltaic cells on the roof. Policy CS10 states that all new non-residential development of over 1,000 square metres of floorspace will be required to achieve BREEAM 'very good' (or any future national equivalent). The Sustainability Statement confirms that BREEAM certification could be achieved and that the design would be developed in accordance with services engineers to agree the most advantageous route. The requirement to achieve BREEAM 'very good' certification is included in the conditions.

11.9 Other issues

11.9.1 The application has 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 (as amended).

11.9.2 Under Article 8 and Article 1 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 does not raise any specific human rights issues.

11.10 Sustainability and planning balance appraisal

11.10.1 Sustainability comprises economic, environmental and social components.

11.10.2 Economically, the scheme would provide local employment opportunities both during construction and once the hotel is brought into operation and both employees and guests would support other business in the Town Centre. The agreement of a Construction Management Plan would limit disruption to local businesses during the construction phase. The loss of the existing public car park could have a short term detrimental impact on local businesses but new car parking provision is expected in the area in the longer term. Overall and on balance, the proposal would deliver economic benefits and this weighs in favour of the proposal.

11.10.3 Environmentally, although details of appearance and landscaping are reserved matters, sufficient information has been provided to indicate that development would have a positive visual impact and would make a positive contribution to local character and distinctiveness. Environmental quality and biodiversity would not be materially affected and there are opportunities to improve biodiversity through landscaping and ecological enhancement measures. The scheme is not expected to have unacceptable impacts on drainage or land or water quality and the detailed design will be developed to meet BREEAM 'very good' standards. No concerns relating to air quality have been raised and the site will be investigated for land contamination and mitigated where necessary. Overall and on balance, the proposal would deliver environmental benefits and this weighs in favour of the proposal.

11.10.4 Socially, the scheme would deliver regeneration and provide year round employment opportunities for local people in an accessible location and would support town centre businesses. The scheme would not increase flood risk elsewhere and no highway safety impacts are anticipated. The development would reduce the number of public car parking spaces in and around the Town Centre which weighs against the scheme, but the development itself would not increase pressure on other car parking facilities as sufficient parking spaces would be provided on site. Although details of appearance and landscaping are reserved matters, sufficient information has been provided to indicate that development would conserve and enhance the setting of the Winter Gardens and Town Centre Conservation Area and this weighs in favour of the scheme. By virtue of its scale and close proximity to 115 Church Street, there would be some loss of light to some windows of that property but it is not considered to be significantly worse than the historic impact before the north of the site was cleared. Furthermore, most of these windows do not serve habitable rooms. Loss of privacy from four small windows within the hotel on the north

elevation can be mitigated through obscure glazing as these windows only serve circulation spaces within the hotel. Overall and on balance, the development would bring social benefits which would outweigh the loss of the public car park and the minor impact on residential amenity outlined above.

11.10.5 In terms of planning balance, the development proposed is considered to constitute sustainable development in terms of the economic, environmental and social components. No other material planning considerations have been identified that would outweigh this view.

12.0 FINANCIAL CONSIDERATIONS

12.1 The scheme could generate business rates income but this is not a planning consideration and carries no weight in the planning balance.

13.0 CONCLUSION

13.1 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, the application is considered to be acceptable and planning permission should be granted.

14.0 RECOMMENDATION

14.1 Approve subject to the following conditions:

1 (i) Approval of the following details (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority:

1. Appearance
2. Landscaping

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

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

- 2 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 and information:

Location plan H E002_(01)_0001 P1

Proposed site layout plan H E002_(01)_1002 P2

Streetviews HE002 (02) 2001 P1 and HE002 (02) 2002 P1

Cross sections HE002 (03) 3001 P1 and HE002 (03) 3002 P1

Ground floor layout plan H E002_(01)_1003 P2

Mezzanine floor plan H E002_(01)_1004 P2

Second floor layout H E002_(01)_1007 P2

Upper floor plan H E002_(01)_1005 P2

Roof floor plan H E002_(01)_1006 P2

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 Prior to the commencement of development;

(a) a phase 1 geo-technical study into potential land contamination shall be submitted to and agreed in writing by the Local Planning Authority; and

(b) should the phase 1 report required by part (a) of this condition indicate a need for site investigation, a methodology for a phase 2 geo-technical site investigation into potential land contamination shall be submitted to and agreed in writing by the Local Planning Authority; and

(c) the phase 2 investigation approved pursuant to part (b) of this condition shall be carried out in full and the results of this investigation shall be submitted to and agreed in writing by the Local Planning Authority; and

(d) any scheme of remediation shown to be required by the investigation undertaken pursuant to part (c) shall be submitted to and agreed in writing by the Local Planning Authority; and

(e) the remediation agreed pursuant to part (d) of this condition shall be carried out in full and a validation report confirming the works shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health and in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016 and Policies CS7 and CS9 of the Blackpool Local Plan Part 1: Core

Strategy 2012-2027. This information is required to be submitted and agreed prior to commencement in order to ensure that the development hereby approved proceeds safely.

- 4 No development shall take place until a programme of archaeological work has been implemented in accordance with a written scheme of investigation to be first submitted to and approved in writing by the Local Planning Authority.

Reason: The site is within an area where there may be important features of archaeological interests and so appropriate investigation and safeguarding is necessary in accordance with Paragraph 189 of the National Planning Policy Framework and the Policy CS8 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

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

1. dust mitigation measures during the demolition/construction period
2. control of noise emanating from the site during the demolition/construction period
3. hours and days of demolition/construction work for the development
4. contractors' compounds and other storage arrangements
5. provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the demolition/construction period
6. arrangements during the demolition/construction period to minimise the deposit of mud and other similar debris on the adjacent highways
7. measures to prevent contamination of surface and sub-surface water bodies during the demolition/construction period
8. routing of construction traffic

The demolition/construction of the development shall then proceed in full accordance with the approved Demolition/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.

- 6 Notwithstanding the Surface Water Drainage Technical Note:
(a) Prior to the commencement of any development, a surface water drainage strategy, based on the hierarchy of drainage options in the National Planning Practice Guidance and in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority.

(b) Prior to the commencement of any development, the design for a surface water drainage scheme, based on the approved strategy and in compliance with the hierarchy of drainage options in the National Planning Practice Guidance and in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following:

(i) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;

(ii) Surveys and appropriate evidence to establish the position, capacity, ownership and interconnection of all bodies of water, watercourses, drains and sewers within the application site and those outside of the site into which a direct or indirect connection is proposed;

(iii) A determination of the lifetime of the development, design storm period and intensity (1 in 30 & 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 and as appropriate during construction), 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 metres AOD;

(iv) A demonstration that the surface water run-off would not exceed the equivalent greenfield rate **OR** a rate evidenced to be first agreed in writing by United Utilities.

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

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

(vii) Existing and proposed ground and other surface levels demonstrating that run-off to adjacent land and highways will not occur except in the exceedance conditions and the exceedance routes as approved;

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

(ix) Details of water quality controls.

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

(d) The scheme agreed pursuant to part (b) of this condition shall be implemented in full and in full accordance with the approved details before the development hereby approved is first brought into use.

(e) The developer shall provide as built drawings and certification of the completion of the drainage system as approved by a competent person.

Reason: To promote sustainable development, secure proper drainage of sewage and 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 and the Blackburn, Blackpool and Lancashire Flood Risk Management Strategy.

- 7 Notwithstanding the Surface Water Drainage Technical Note:
Prior to 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 Site Management Company;
 - b) Evidence of arrangements to transfer responsibility to other parties in the event of the demise of any management company, for example by means of covenants;
 - c) 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) operational 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;
 - d) Means of access for maintenance and easements where applicable.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan. The developer shall provide to the Planning Authority, if requested, certification of the condition of the drainage system by a competent person.

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.

- 8 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.

- 9 Prior to the commencement of development a scheme of off-site highway improvement works shall be submitted to and agreed in writing by the Local Planning Authority, and this agreed scheme shall be implemented in full and in full accordance with the approved details before any of the development hereby approved is first occupied.

For the purpose of this condition, this scheme shall include:

1. alterations to footpaths to provide accesses and dropped crossings
2. resurfacing footpaths on all frontages
3. the promotion of a Traffic Regulation Order preventing parking/loading on Adelaide Street in front of the development and for the car park access on Alfred Street

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016. This scheme must be agreed prior to the commencement of works on site in order to ensure that appropriate access is available once the scheme is operational.

- 10 Prior to the commencement of above ground construction, a Sustainability Strategy shall be submitted to and agreed in writing by the Local Planning Authority. This strategy shall;

- (i) specify energy efficiency measures to be used within the building
- (ii) specify renewable energy features
- (iii) specify measures to reduce water consumption
- (iv) demonstrate that the building would achieve a BREEAM rating of 'very good'

The development hereby approved shall proceed and the building thereafter operated in full accordance with this strategy.

Reason: In order to ensure that the development contributes to sustainability and supports the Council's wider objectives and commitments relating to environmental quality and climate change in accordance with Policy CS10 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

- 11 Prior to the commencement of above ground construction, a Security Plan for the site shall be submitted to and agreed in writing by the Local Planning Authority. This strategy shall detail;

- (i) measures to prevent vehicle attack
- (ii) measures to ensure appropriate natural surveillance of all areas
- (iii) CCTV coverage of the site
- (iv) lighting to adequately illuminate the building and all external areas
- (v) measures to mitigate against anti-social behaviour and vandalism
- (vi) alarm provision and access arrangements/controls
- (vii) use of security materials

The development hereby approved shall proceed and the building thereafter operated in full accordance with this strategy.

Reason: In order to ensure that the development is secure in the interests of the appearance and the character of the area in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and saved Policies LQ1, BH3 and BH4 of the Blackpool Local Plan 2001-2016.

- 12 Before the development hereby approved is first brought into use:
(a) details of refuse storage provision to include size, design and materials shall be submitted to and agreed in writing by the Local Planning Authority; and
(b) the refuse storage agreed pursuant to part (a) of this condition shall be implemented in full and in full accordance with the approved details.

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

- 13 Prior to the commencement of any above ground construction, a scheme of ecological enhancement shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter proceed in full accordance with this approved scheme. For the purpose of this condition, the scheme of ecological enhancement shall include:

1. Native tree planting and landscaping
2. Provision of green roof/green walls
3. Provision of bird and bat boxes

Reason: In order to safeguard and enhance biodiversity in accordance with Policy CS6 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy LQ6 of the Blackpool Local Plan 2001-2016.

- 14 Prior to the development hereby approved being first brought into use, the parking provision shown on the approved plans shall be provided and shall thereafter be retained as such.

Reason: In order to ensure that adequate parking provision is available to meet the needs of the development in the interests of the appearance of the area and highway safety in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016.

- 15 Before the development hereby approved is first brought into use the cycle storage shown on plan ref. HE002_(01)_1003 shall be provided and shall thereafter be retained and maintained as such.

Reason: In order to encourage travel to and from the site by a sustainable transport mode in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

- 16 Details of the location of electric vehicle charging points to serve the development shall be submitted to and agreed by the Local Planning Authority. Prior to the development hereby approved first being brought into use, the agreed provision of electric vehicle charging infrastructure shall be provided in full and shall thereafter be retained and maintained as such.

Reason: To facilitate sustainable transport by ensuring there is adequate infrastructure to enable the charging of plug-in and other ultra-low emission vehicles in accordance with paragraph 110 part e) of the National Planning Policy Framework.

- 17 The development hereby approved shall not be serviced by Heavy Goods Vehicles (HGVs) from Leopold Grove or Adelaide Street. All servicing by HGVs shall take place from Alfred Street unless otherwise agreed in writing by the Local Planning Authority. Servicing from Leopold Grove shall not take place before 8am or after 8pm.

Reason: In order to ensure that the site can be accessed and serviced safely and to ensure the safety and security of users of the development and the adjacent conference centre and in the interests of residential amenity in accordance with the provisions of Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and saved Policies AS1 and BH3 of the Blackpool Local Plan 2001-2016.

- 18 (a) The development hereby approved shall not be occupied until a travel plan has been submitted to and agreed in writing by the Local Planning Authority.

The travel Plan shall include:

1. appointment of a travel co-ordinator
2. proposals for surveying
3. production of travel audits
4. establishment of a working group
5. an action plan
6. timescales for implementation
7. targets for implementation

(b) The development hereby approved shall then proceed and be operated in full accordance with the approved Travel Plan.

Reason: In order to encourage travel to and from the site by sustainable transport modes in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

- 19 Prior to first use;

(a) a noise survey shall be submitted to and agreed in writing by the Local Planning Authority;

(b) in the event that the noise survey required pursuant to part (a) of this condition identifies a need for mitigation, a scheme for the provision of noise attenuation to ensure that the following cumulative noise levels are not exceeded shall be submitted to and agreed in writing by the Local Planning Authority:

- 35dB LAeq (16hr) from 0700 to 2300 within living rooms
- 30dB LAeq (8hr) from 2300 to 0700 within bedrooms
- 45dB LAFmax from 1900 to 0700 for single sound events within bedrooms

- 50DB LAeq (16hr) from 0700 to 2300 for outdoor living areas
- The evening standard LAFmax will only apply where the evening LAFmax significantly exceeds the LAeq and the maximum levels reached are regular in occurrence, for example several times per hour.

(c) the noise attenuation scheme agreed pursuant to part (b) of this condition shall be implemented in full and in full accordance with the approved details and shall thereafter be retained and maintained as such.

Reason: In order to safeguard the amenities of nearby residents in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and saved Policy BH3 of the Blackpool Local Plan 2001-2016.

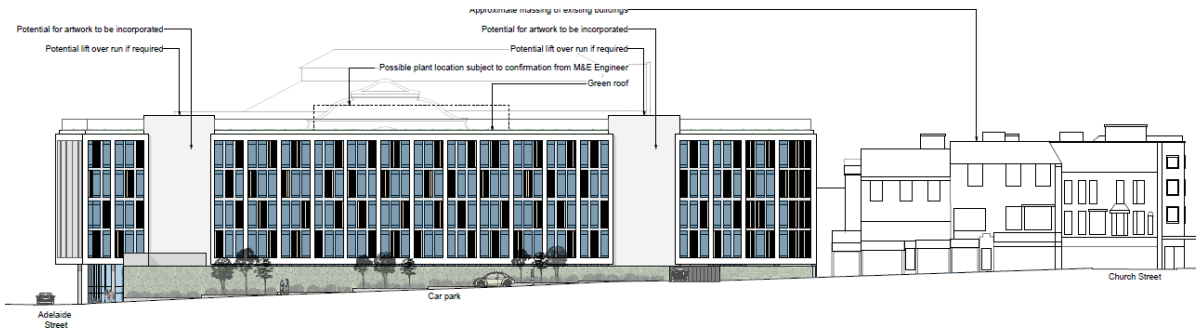
- 20 The glazing in the north elevation shall be at all times obscure glazed to a level of 5 (where 1 is entirely transparent and 5 is entirely obscured) and fixed permanently closed.

Reason: In order to safeguard the privacy of nearby residents in accordance with Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy BH3 of the Blackpool Local Plan 2001-2016.

ADVICE NOTES TO DEVELOPERS

- Counter Terrorism (CT) measures should be considered to mitigate vulnerability to any terrorist threat in crowded places. The 'NaCTSO Crowded Places Guidance 2017' can provide protective security advice to those who own, operate, manage or work in hotels and restaurants. It is aimed at those places where there may be a risk of a terrorist attack by the very nature that they are a crowded place. The guide can be found at www.gov.uk National Counter Terrorism Security Office and www.lancashire.police.uk. Bespoke advice can be accessed via our Counter Terrorism Security Advisors CTSA@lancashire.pnn.police.uk
- The grant of planning permission will require the developer to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Highways and Traffic team via email to highwaysandtraffic@blackpool.gov.uk or by telephone on 01253 477477 in the first instance to ascertain the details of such an agreement and the information provided.

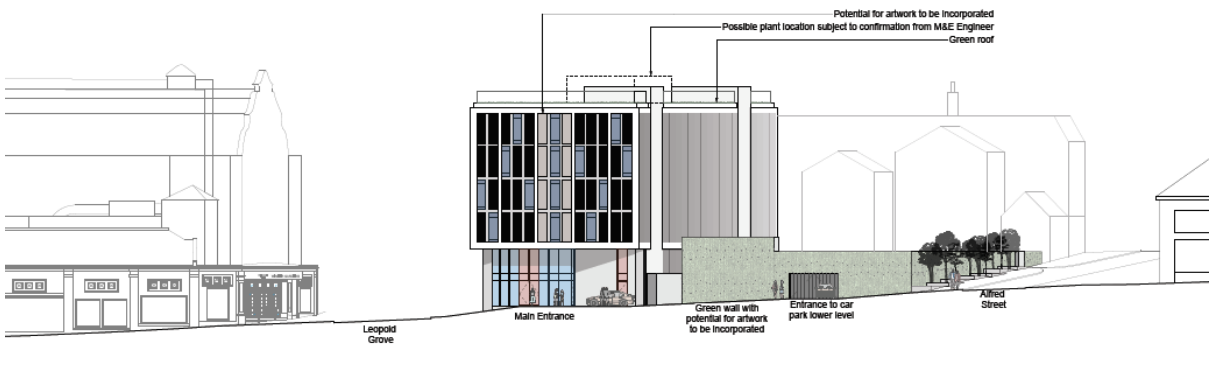
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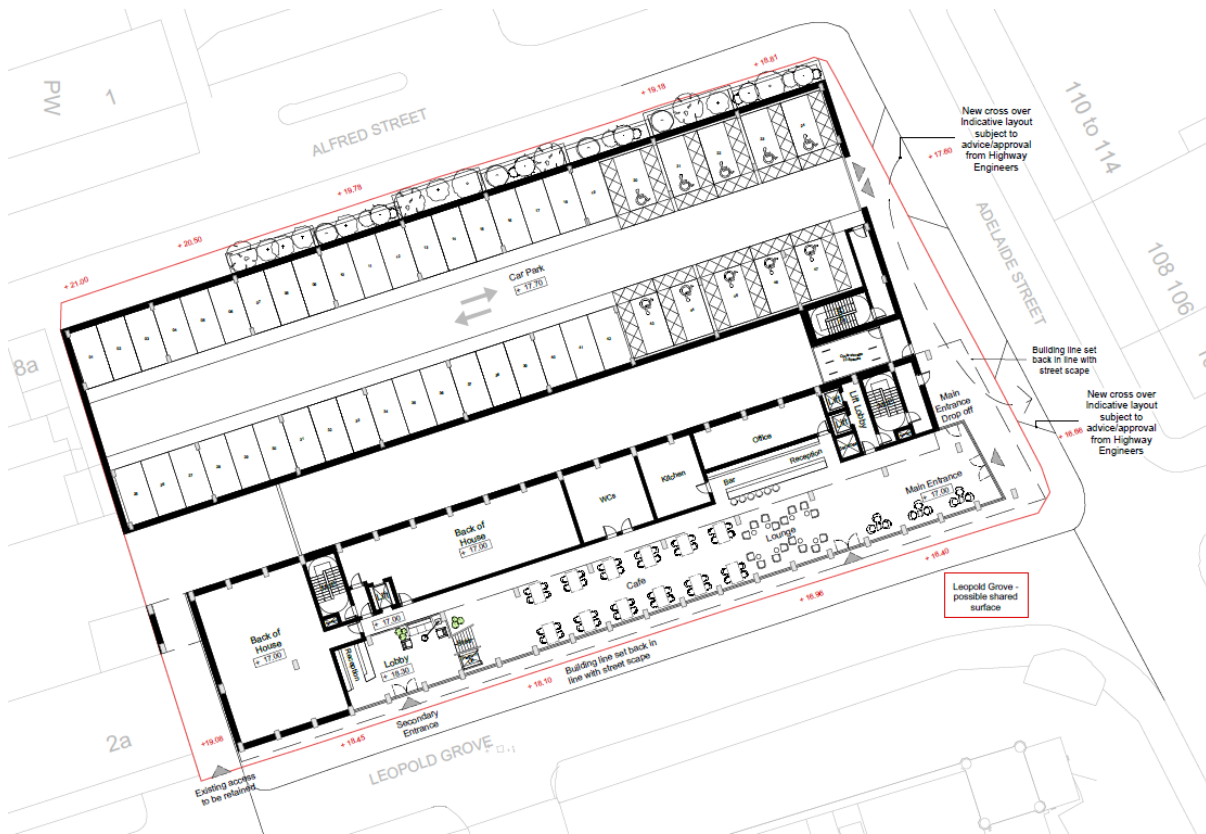
Alfred Street streetscene



Leopold Grove streetscene



Adelaide Street streetscene



Ground floor plan



Mezzanine plan



Typical upper floor layout plan

Blackpool Council - Development Management

Officer Report to Committee

Application ref: 20/0674
Ward: STANLEY
Application type: FULL
Location: LAND AT SQUIRES GATE INDUSTRIAL ESTATE, SQUIRES GATE LANE
Proposal: Use of land as a contractors depot, incorporating land levelling, vehicle storage for up to 67 wagons, staff and customer parking, erection of workshop, concrete batching plant and aggregate bays.

Recommendation: REFUSE
Case officer: Pippa Greenway
Case officer contact: 01253 476222
Meeting date: 8 June 2021

1.0 BLACKPOOL COUNCIL PLAN 2019-2024

- 1.1 The Council Plan sets out two priorities. The first is ‘the economy: maximising growth and opportunity across Blackpool’, and the second is ‘communities: creating stronger communities and increasing resilience.
- 1.2 This application accords with the first priority in that the applicant states that it supports 100+ jobs within the area and Fylde. However it conflicts with the second priority as the proposal impacts significantly on the residential amenities of the local community in terms of noise and disturbance, air pollution and flood risk.

2.0 SUMMARY OF RECOMMENDATION

- 2.1 The proposal would compromise the aims of the Enterprise Zone to attract new, modern, hi-tech companies and their staff into the area. It would also exacerbate water pollution and flooding within the area and cause significant issues for local residents with regard to dust/air pollution, continuous noise and disturbance throughout the day, with additional impacts early morning and late night, when the area is quieter. The adverse environmental and social impacts of the proposal are considered to outweigh the economic benefits. As such the proposal does not represent sustainable development and refusal of permission is recommended.

3.0 INTRODUCTION

- 3.1 This application is before Members because of the level of public objection and because it is a major scheme of general public interest that is recommended for refusal.

4.0 SITE DESCRIPTION

- 4.1 The site comprises 2.6 hectares of land in the south east corner of Squires Gate Industrial Estate and is bounded by Squires Gate Industrial Estate and Sycamore Trading Estate to the north; the Business Park and Enterprise Zone to the west and south; and by a football ground (AFC Blackpool) and Common Edge playing fields to the east. On the opposite side of the football ground is a residential street – Oakwood Close.
- 4.2 The site either is located within a Main Industrial/Business Area and an Industrial Improvement Zone.

5.0 DETAILS OF PROPOSAL

- 5.1 The proposal is use of land as a contractors depot. In the south east section would be a storage bays for aggregates, sand, gravel top soil etc. The aggregate bays are constructed of vertical universal beams (UB's) set into the ground (max 4m high) with timber sleepers slotted into the webbing between each UB. A typical individual bay is 8m x 12m in size. To the west of this would be a section for the parking of 63 wagons; and occupying the area furthest west would be a crusher, screener and concrete batching plant. The batching plant consists of two silos (maximum height of 11.3m) and hoppers (max height 5.3m), a conveyor belt and a loading area for wagons. In the northern part of the site would be the workshop (20 m x 10 m with a ridge height of 8 m), drivers cabin/canteen, WC's, site machinery storage area and staff/visitor parking. All access to the site is from the main estate access road at the traffic light controlled junction with Squires Gate Lane; and staff/visitor car parking is segregated from wagon access.
- 5.2 The application has been supported by:
- Design and Access Statement
 - Ecological Appraisal
 - Arboricultural Constraints Appraisal
 - Flood Risk Assessment
 - Noise and Vibration Assessment
 - Phase 1 Desk Study (contaminated land)
 - Transport Statement
 - External lighting details

6.0 RELEVANT PLANNING HISTORY

- 6.1 **19/0738** Erection of a building and material storage bays; formation of bund along the eastern, southern and part of the western boundary; siting of concrete batching plant including silos, mobile crushing plant; and use of site for storage of vehicles, storage and concrete production, storage of inert soil and aggregates within Use Class B2, with associated access, landscaping, parking and ancillary facilities (retrospective application). The application was withdrawn and the current application for a larger site submitted.

7.0 **MAIN PLANNING ISSUES**

7.1 The main planning issues are considered to be:

- the principle of the use
- impact on residential amenity
- visual impact
- highway impact

8.0 **CONSULTATION RESPONSES**

8.1 **Greater Manchester Ecology Unit (GMEU):** The application is retrospective and it would appear that at the time of the survey (December 2019) the site had been cleared of all vegetation and consisted predominantly of bare ground with some recently formed bunds some of which some were partially vegetated. As such the current ecological value of habitats is low as reported in the Ecological Appraisal. However, the Ecological Appraisal in considering statutorily designated sites fails to mention the presence of the European designated sites:

- Liverpool Bay SPA (approx 3km to west)
- Ribble & Alt Estuary SPA (approx 2km to west)

As a consequence the application site falls within Natural England's SSSI Impact Risk Zone. Given the current condition and size of the site it is highly unlikely that the site would now represent Functionally Linked Land used by designated bird species. It is of note that the adjacent area to the south has supported oystercatcher, a designated feature of the Ribble and Alt Estuary SPA. However the SSSI Risk Zone also identifies a number of other potential impact features, which may result from operational activities of a proposal. Given the nature of the proposals; concrete batch plant, concrete production and aggregate crushing, I would advise that the Local Planning Authority consider the SSSI Impact Risk Zone factors and satisfy themselves whether the scale of the current proposal could result in any other impacts that might meet one of the criteria. Of particular relevance may potentially be the threshold units for water/fluid discharges, air pollution and/or water supply. Detailed analysis of such potential impacts is outside GMEU's remit, other officers within the Local Authority may be able to assist in this matter. If any of these criteria are met then there may be a need for additional analysis from the applicant.

I would strongly recommend that the LPA also consult Natural England, if this has not already been done, in order to confirm if they have any additional comments or requirements. Once the matter of the Impact Risk Zone factors has been resolved there are no additional ecological matters to address within the current application. I would recommend that the landscape scheme uses locally native species. GMEU would be willing to comment on the landscape scheme once submitted.

8.2 **Natural England:** No objection. The proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.

- 8.3 **United Utilities:** Recommends standard conditions relating to surface and foul water. A water main crosses the site. As we need unrestricted access for operating and maintaining it, we will not permit development over or in close proximity to the main. Our records also show that there is/are private water main(s) within the site. Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.
- 8.4 **Environment Agency:** We object to the proposed development as submitted because it involves the use of a non-mains foul drainage system in circumstances where it may be reasonable for the development to be connected to a public sewer but no justification has been provided for the use of a non-mains system. We recommend that the application should be refused on this basis. Private sewage treatment facilities should only be used where it is not reasonable for a development to be connected to a public sewer, because of the greater risk of failures leading to pollution of the water environment posed by private sewerage systems compared to public sewerage systems. This objection is supported by Planning Practice Guidance on non-mains drainage which advises that the first presumption must be to provide a system of foul drainage discharging into a public sewer (ref. ID 34-020-20140306). Only where, having taken into account the cost and/or practicability, it can be shown to the satisfaction of the local planning authority that connection to a public sewer is not feasible, should non-mains foul sewage disposal solutions be considered. In this instance the justification provided by the applicant for non-connection to the mains sewerage system is deficient due to inadequate information provided.

With regard to the description of the land use applied for, we wish to clarify that a significant part of the current and proposed use involves the operation of a waste facility involving transfer and mechanical treatment of inert wastes. One part of the land that is subject to this retrospective application has been operating for over 12 months under an Environmental Permit which was issued on 12 October 2019. The permit allows Fox Brothers (Lancashire) Limited to treat up to 75,000 tonnes of waste per year to produce soil, soil substitutes and aggregate. The company has recently applied for, and been issued with a permit variation on 2 December 2020. This has expanded the permitted area, so that it is similar to the area proposed in this planning application. The permitted activities remain the same. However, based on the current situation, we have significant concerns about the waste operations in within close proximity to residential and commercial land uses:- The eastern site boundary is within 100 metres of residential housing on Oakwood Close. Since site activities commenced last year we have received a significant number of complaints about noise and dust from local residents, and we continue to do so. The extended site area which is the subject of the application has also brought the site significantly closer to commercial occupiers on the adjoining industrial estate.

We note that the applicant has sought to use the existence of an Environmental Permit as evidence that the impact of the waste operations is acceptable in this location. On page 24 of the Design & Access Statement the following statement is made: *There are Environment Agency permits in place for waste and crushing at the site. The Environment Agency operator's licence was clearly granted and there were no difficulties with this. As this government agency clearly consider impact on 25 nearby residential properties, it is considered that this operation is acceptable in this location.* We wish to stress to the planning authority that this statement is misleading. The Environmental Permitting Regulations and government guidance generally do not allow us to refuse applications for Environmental Permits on the grounds of suspected amenity impacts. It is expected that the applicant will take all appropriate measures to avoid or reduce impacts once the permit is

issued and prior to commencement of activities. However in the case of this site and operator, despite a formal request in January 2020, we have not received an adequate NIA or Noise and Vibration Management Plan which adequately assesses and mitigates the noise from the waste processing activities.

The proposal as set out in the NIA is to move the crusher and screener further away from the housing estate. However, this will mean that these noise sources are then much closer to existing and future commercial occupiers as the industrial estate continues to develop. We understand, for example, that a new office/industrial premises is soon to be constructed near the western boundary of the site, and that further development is likely as the area falls within the Blackpool Airport Enterprise Zone. We consider that the currently submitted NIA does not fully address all sources and types of noise produced on site, or provide a representative assessment of the impact on all potential receptors for noise. We therefore consider that this application significantly underestimates the likely noise impact on local businesses and residents from the proposed use, and we expect the noise impacts and complaints to continue and escalate as surrounding areas become occupied. The applicant has so far been unable to demonstrate that either existing or proposed activities can be undertaken at this location without causing noise pollution. Should the proposed activities be allowed to continue and expand under the current proposals on current evidence, we believe that the operator will be unable to prevent an ongoing adverse impact on nearby residents and other occupiers.

The previous use of the proposed development site as industrial land presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Secondary B Aquifer, and adjacent to surface watercourses. We have reviewed the submitted draft Phase 1 Desk Study report (ref. 20-01-03 Revision 1; dated September 2020; Demeter Environmental Ltd) and we would agree with the conclusions that an intrusive site investigation should be undertaken. The site is located adjacent to a plant/landfilled area that is recorded as 'Adjacent to Common Edge Road, Ref. No. K1/04/033', having taken sewage sludge for drying and being capped in 1986 with inert materials. This could potentially be contaminated as there is no evidence of the site being remediated. This might be a source of pollution that could impact upon the site, and is worthy of further assessment. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission, but respect that this is a decision for the local planning authority.

If our foul drainage objection can be overcome, we are likely to request a planning condition, in line with paragraph 170 of the National Planning Policy Framework, requiring the submission of remediation strategy to be included, as set out in Appendix A of this letter. This is because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution. We consider that the submitted Phase 1 report satisfies part 1 of the condition. The applicant may therefore wish to submit further information as part of this application which could satisfy the condition, or remove the need for it.

- 8.5 **NATS Safeguarding:** The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

8.6 **MOD Warton Safeguarding:** No safeguarding objection to the proposal.

8.7 **Environmental Protection:** Requests amendments/conditions:

- Install a screening fence which has acoustic properties around the perimeter of the site which will act as a barrier from the stock piles. If it is intended to move the vehicle storage closer to the perimeter of the football club, the fencing will have to be of a design that incorporates noise mitigation.
- Install acoustic fencing around the crusher and screening – this they have sourced from the quadrille site and is in use. When the crusher and screener are in use the acoustic fencing is to be in situ.
- Move the crushing, screening and concrete batch processes onto the newly acquired calor gas site (the concrete plant has been moved).
- The area which is currently used for the movement of materials will be used for the storage of vehicles (hence the screening fencing to have acoustic properties).
- Conditions for stock piles and operation
 - Hours of operation, including the movement of materials and vehicles around the site, Monday – Friday 9am – 6pm
 - Hours of operation, including the movement of materials and vehicles around the site, Saturday 9am – 1pm.
 - No hours of operation on Sunday or Bank Holidays.
 - To reduce the height of the stockpiled material to the height of the bay and the bays should be covered. If there is no bay, the height of stockpiled material shall not exceed the height of the loading shovel.
 - A Site Management Plan is to be submitted which identifies how dust migration will be managed on the site.

The plant screening on the amended plans is not what was agreed. It needs to be fencing which can mitigate noise and we are continuing to receive complaints.

8.8 **Local Highway Authority:** No objection in principle. I would consider it reasonable to limit hours and days of working in line with what is acceptable for residential amenity.

8.9 **Lead Local Flood Authority:** Notwithstanding the theoretical greenfield run-off there is no evidence that the site discharges at present to watercourses or indeed any evidence or assessment of existing or previous connections. In addition it should be noted that United Utilities have drainage within the SG Industrial Estate. The concrete batching plant has all associated surface water and spillage tankered to a treatment site, any approval of this should be subject to expert third party evaluation in view of the location. The principal concern regarding drainage is the expectation that 50 litres per second can be discharged into the watercourse to the south. That watercourse runs into a system that eventually discharges under Queensway to the eastern length of Division Lane and thence to the Moss Sluice. Despite the flow to Queensway being controlled it is evident that flooding occurs within property curtilages in the eastern length of Division Lane in storms somewhat less than the design storm for this application. Adding 50 l/s to the watercourse system would simply increase the likelihood of flooding in Division Lane and is not, therefore, acceptable. On that basis a Land Drainage Consent for this proposal would be refused by the LLFA and planning permission should not be given until the issue is satisfactorily resolved - because the proposal would exacerbate flooding elsewhere. Given that the application is retrospective there is little point in seeking to control this by condition.

8.10 **Enterprise Zone Manager:** I have significant reservations about its potential adverse impact on the development of Blackpool Airport Enterprise Zone which is one of Lancashire's primary employment locations where the focus is on driving up the quality and range of employment to support the diversification and growth of the economy. I am concerned about the level of noise and dust that will be created by the use proposed. The Enterprise Zone is targeted at a number of key sectors- Food and Drink Manufacture, ICT Digital and creative – specifically data centres and advance manufacturing. For all these industrial sectors the potential for airborne particulates would be of great concern and would most likely dissuade such industry from locating anywhere near the proposed facility as development and operation of such facilities would then require additional and very expensive air filtration equipment to ensure that strict requirements on air quality could be achieved. Equally the potential for vibration would be a massive negative factor when seeking to attract Data management investment to the Enterprise Zone

These matters are of direct and immediate concern as a development is already underway on a site immediately adjacent to the applicant site where the product is to be very high grade carbon fibre mouldings for use in sensitive medical equipment (each item produced in the Multiply Facility has to be x-ray tested to ensure there are no imperfections including trapped particles) The proposed crushing and screening plants which are likely to generate significant dust as well as noise are located on the boundary of the application site immediately adjacent to the new facility and will further heighten the risk of adverse impact.

The Enterprise Zone team are also negotiating for a food manufacturing plant adjoining the application site as well as progressing good interest from a number of data centre operations all of which may be lost. I also have concerns about the proposed vehicle parking area where the surface material seems to be indicated as road planings which may increase the risk of petrochemical contamination of the sub- surface – and would ideally require a fully sealed surface with appropriate drainage design including petrol/ oil interceptors.

In terms of storm water drainage from the site, I understand that the intention may be to seek to discharge this to the existing water courses on the south side of the application site boundary. These are private water courses owned and maintained by Blackpool Council which ultimately drain eastward toward the main river/moss sluice; this drainage system is close to capacity and all development at the Enterprise Zone will require extensive drainage attenuation measures to ensure that discharge to the wider system is no greater than green field run off rates. There have been no discussions with the applicant seeking consent to discharge to the Common Edge drainage system and as developers of the Enterprise Zone there would be no inclination to permit such drainage access to the detriment of ability to manage the wider drainage system and undertake development in accordance with the approved Enterprise Zone masterplan. Substantial on site storm water attenuation should be provided and form part of any conditions should the application be approved – together with an obligation to contribute substantial and proportionate costs to any work required to the future development of additional attenuation facilities at the Enterprise Zone and the ongoing maintenance of the drainage system. Given the proximity of residential property I would also recommend that there are restrictions on working hours. On balance the preference of the Enterprise Zone delivery team would be that planning consent be refused.

8.11 **Blackpool Airport:** no comments have been received in time for inclusion in this report. If any comments are received in advance of the Committee meeting they will be reported through the update note.

9.0 REPRESENTATIONS

9.1 Press notice published: 12/11/2020

9.2 Site notice published: 04/11/2020

9.3 Neighbours notified: 16/11/2020

9.4 Forty two representations have been received from the following properties:

- Oakwood Close: 2, 4, 7, 9, 10, 12, 14, 24, 26, 32, 34, 36, 38, 40, 41, 47, 49, 50, 53, 54
- Newlyn Avenue: 41
- School Road: 1, 2,
- Squires Gate Lane: 277, 331
- Common Edge Road: 183, 199, 211, 237, 312
- Bramley Close: 3, 15
- Burbank Close: 4, 9
- Belverdale Gardens: 22
- Worthington Road: Leamington House
- MHA Moore and Smalley Skyways Commercial Campus
- Unit 8, Skyways Campus, Amy Johnson Way
- Unit 2, Skyways Campus, Amy Johnson Way

9.5 These representations raise the following issues:

- Light pollution – the floodlights are on all night and there are serious health implications associated with the lack of sleep, additionally the severe impact that a disrupted night's sleep has on a child's education and future prospects.
- Noise pollution - Horrendous noise of the crusher in operation, severe noise pollution in the form of heavy plant machinery manoeuvring around the site, wagon horns blasting, continuous beeping of reversing vehicles, and a constant high pitch noise. This type of noise is not appropriate in a residential area. In the Spring/Summer gardens will not be usable, nor will the option to have windows open to let in fresh air due to the constant noise pollution caused by this awful site. The Environmental noise survey (BS4142) has also determined that noise from the activities at the site would result in an indication of Significant Adverse Impact.
- Air pollution - Increased heavy goods vehicle traffic attending the site and pumping out diesel fumes. Severe dust pollution since the site has been in operation, cars and house are continually covered in dust. There are health implications for residents breathing in dust and diesel. The sand storage is stacked well above the west stand of the football ground of AFC Blackpool, the dust will affect the young footballers training there on a daily basis. The children at the two schools in close proximity to this site are breathing in the dust/fumes during school hours on a daily basis.
- Environmental pollution - Earth has been allowed to spill around the trees and bushes along the boundary to a depth which in many cases is likely to bring about the premature failure of those plants. This lack of consideration in regard to the security of the site and well-being of adjacent flora does not inspire any confidence in the company's proposals to screen their site with barrier fencing and trees.

- Visual pollution - Walking or playing on the field loses its pleasure when the plant is in operation due to this disturbance and the towers are unsightly and so high they are visible above the trees. The limited greenbelt should be protected and playing fields, keeping our children fit and healthy, should not be affected by this.
- Excessive traffic on local roads - On the lights junction at Squires Gate Lane where the lorries gain access and exit, the noise has increased tremendously and our house moves when they come out sometimes in convoy. They start early morning and are entering & exiting all day repeatedly so there is no rest. Crossing the road now is increasingly dangerous for people walking to the shops.
- The Transport Statement and the Design and Access Statement state that the site will be used as 'weekend parking' for 30 of the 65 heavy goods vehicles, which during the week, work out of the applicant's sites in the south of England. I can't see how this use of the site 'serves the needs of the region'. The concept of bringing rubble from other locations to this one site to be processed and then redistributed all around the county is an environmental outrage, this process should be done on the building site where the hardcore is to be used and save the environmental damage of all this unnecessary road transport. I can only speculate as to the damage these very heavy trucks will have to the actual roadway and our environment.
- This type of attraction is not one needed on an enterprise zone. Multi-Ply Components Ltd manufacture components for x-ray and medical industry and they work in a clean room environment, are they aware of the dirt and filth the company is going to be subjected to from their new neighbour? The cement factory would also pose a risk to high tech firms (dust ingress to expensive IT equipment) therefore putting off the kind of companies we should be looking to attract and as a consequence put any future employment at risk which potentially could be thousands on new employees. In conclusion this site is having a direct impact on the quality and wellbeing of an already established neighbourhood and I feel it will also have a negative impact on any future developments and employment on the new Enterprise Zone.

10.0 RELEVANT PLANNING POLICY

10.1 National Planning Policy Framework (NPPF)

10.1.1 The NPPF was adopted in February 2019. It sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:

- Section 6 – building a strong, competitive economy
- 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 – Facilitating the sustainable use of minerals

10.2 National Planning Practice Guidance (NPPG)

10.2.1 The NPPG expands upon and offers clarity on the points of policy set out in the NPPF.

10.3 Blackpool Local Plan Part 1: Core Strategy 2012-2027

10.3.1 The Core Strategy was adopted in January 2016. The following policies are most relevant to this application:

- CS3 Economic Development and Employment
- CS7 Quality of Design
- CS9 Water Management
- CS24 South Blackpool Employment Growth
- CS27 South Blackpool Transport & Connectivity

10.4 Blackpool Local Plan 2011-2016 (saved policies)

10.4.1 The Blackpool Local Plan was adopted in June 2006. A number of policies in the Local Plan have now been superseded by policies in the Core Strategy but others have been saved until the Local Plan Part 2: Site Allocations and Development Management Policies has been produced. The following saved policies are most relevant to this application:

- LQ1 Lifting the Quality of Design
- BH3 Residential Amenity
- BH4 Public Health and Safety
- DE1 Industrial and Business Land Provision
- DE2 Industrial Improvement Zones
- AS1 General Development Requirements
- AS7 Aerodrome Safeguarding

10.5 Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (emerging policies)

10.5.1 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 policies proposed. Nevertheless, the following draft policies in Part 2 are most relevant to this application:

- DM7: Provision of Employment Land and Existing Employment sites
- DM8: Blackpool Airport Enterprise Zone
- DM21: Public Health & Safety
- DM39: Transport Requirements for New Development
- DM40: Aerodrome Safeguarding

10.6 Other Relevant Policy Guidance

10.6.1 Joint Lancashire Minerals and Waste Site Allocation and Development Management Policies - Part One September 2013

10.6.2 Policy DM2 - Development Management

Development for minerals or waste management operations will be supported where it can be demonstrated to the satisfaction of the mineral and waste planning authority, by the provision of appropriate information, that all material, social, economic or environmental impacts that would cause demonstrable harm can be eliminated or reduced to acceptable levels. In assessing proposals account will be taken of the proposal's setting, baseline

environmental conditions and neighbouring land uses, together with the extent to which its impacts can be controlled in accordance with current best practice and recognised standards. In accordance with Policy CS5 and CS9 of the Core Strategy developments will be supported for minerals or waste developments where it can be demonstrated to the satisfaction of the mineral and waste planning authority, by the provision of appropriate information, that the proposals will, where appropriate, make a positive contribution to the:

- Local and wider economy
- Historic environment
- Biodiversity, geodiversity and landscape character
- Residential amenity of those living nearby
- Reduction of carbon emissions
- Reduction in the length and number of journeys made.

This will be achieved through for example:

- The quality of design, layout, form, scale and appearance of buildings
- The control of emissions from the proposal including dust, noise, light and water.
- Restoration within agreed time limits, to a beneficial after use and the management of landscaping and tree planting.
- The control of the numbers, frequency, timing and routing of transport related to the development.

11.0 ASSESSMENT

11.1 Principle

11.1.1 The Squires Gate and Sycamore Estates are part of a major concentration of employment in south Blackpool together with the adjoining Blackpool Business Park and Blackpool Retail Park. Under policy DE1, the estates are considered suitable for Offices, research/development, light/general industry and warehousing. Policy DE2 expresses the desire for major redevelopment and enhancement of the older estates as an extension of the Blackpool Business Park to provide modern quality premises to help attract inward investment and expansion space for existing local firms. It is considered that the proposal is contrary to Policy DE2 because the proposal does not provide modern quality premises.

11.1.2 An Improvement Zone plan was to be prepared for the two estates and adjoining lands and set out a strategy for their enhancement and retention as a prime business location. However this has been superseded more recently by the Enterprise Zone designation. Blackpool Airport Enterprise Zone status was approved in November 2015 and the site became operational in April 2016. The status of the Enterprise Zone is valid for 25 years and provides business incentives of rate relief up to £275,000 over a period of five years and Enhanced Capital Allowance. The site covers 144 hectares of which around 62 hectares lie within Blackpool Borough and 82 hectares in Fylde. The site incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields.

11.1.3 The overall delivery of the Enterprise Zone is guided by the Blackpool Airport Enterprise Zone Masterplan, which establishes the development and design framework for the site and determines the appropriate mix, quantum and location of development to deliver the objectives of the Enterprise Zone. A preliminary Masterplan was published in September 2018 and includes this site within Zone D which is proposed for a mix of industrial,

commercial and innovative uses that improve the arrival experience into the Airport and build on the industry and innovation strengths of the Enterprise Zone.

- 11.1.4 Policy DM8 is supportive of the sustainable development of the Enterprise Zone to create more businesses and jobs and attract international investment with positive benefits for the sub-regional economy and increasing the contribution to national growth. The list of uses suitable within the Enterprise Zone comprises energy industry, advanced manufacturing and engineering, food and drink manufacture and the digital and creative sector. Outside these target sectors, other E(g) (light industry and offices) (formerly B1), B2 (general industry) and B8 (warehousing and distribution) uses will be considered where this promotes job creation and industry diversification provided it does not compromise the development of the target sectors.
- 11.1.5 Whilst a B2 use would normally be in accordance with policy DE1; given the investment in the Enterprise Zone and the targeting of, hi-tech, dust and vibration sensitive uses, it is considered that this particular proposal is not compatible here. The Enterprise Zone Manager's comments on the principle of the use are valid, the potential noise and dust generated would compromise the development of the targeted sectors and would be contrary to Policy DE2.

11.2 Impact on residential amenity

- 11.2.1 The eastern site boundary is within 100 metres of residential housing on Oakwood Close. Since site activities commenced last year, the Environment Agency (in addition to the council) have received a significant number of complaints about noise and dust from local residents, and continue to do so. The extended site area which is the subject of the application has also brought the site significantly closer to commercial occupiers on the adjoining industrial estate.
- 11.2.2 The proposal as set out in the Noise Impact Assessment (NIA) is to move the crusher and screener further away from the housing estate. However, this will mean that these noise sources are then much closer to existing and future commercial occupiers as the industrial estate continues to develop. A new office/industrial premises is soon to be constructed near the western boundary of the site, and further development is likely as the area falls within the Blackpool Airport Enterprise Zone. The NIA does not fully address all sources and types of noise produced on site, or provide a representative assessment of the impact on all potential receptors for noise. For example, there is no assessment of the impact of the noise generated by 60+ diesel engines within a short time period early in the morning. This application significantly underestimates the likely noise impact on local businesses and residents from the proposed use, and noise impacts and complaints will only continue and escalate as surrounding areas become occupied.
- 11.2.3 The applicant has so far been unable to demonstrate that either existing or proposed activities can be undertaken at this location without causing noise pollution. Should the proposed activities be allowed to continue and expand under the current proposals on current evidence, the operator will be unable to prevent an ongoing adverse impact on nearby residents and other occupiers. As such, the proposal would result in significant noise impacts, regardless of the proposed mitigation measures such as proposed acoustic walling. No mitigation has been proposed for the noise from HGV diesel engines.

- 11.2.4 With regard to dust, materials are stored within open bays within the site, these are not covered and the materials are stacked high enough to be visible to residents. In addition, dust from the crusher operates at a higher level. There does not seem to be an adequate dampening or covering system in operation. Also, there are complaints about air quality with regard to the smell of diesel. In the absence of an Air Quality Assessment, the imposition of conditions to ensure that dust and diesel particulates are controlled is not considered appropriate.
- 11.2.5 The Head of Environmental Protection has suggested operating times to control the hours during which neighbours are subjected to noise. Currently, the site is working seven days per week and neighbours complain that the diesel wagons start up at 5:30 am. The Design and Access Statement, states that the wagons leave the site at 5.30-6am; with local drivers returning between 4.30 – 6.30pm daily. The operation also runs on Sundays. This is not compatible with the Head of Environmental Protection's requirement for the earliest start of 7am and no Sunday working. As such, the proposal results in significant adverse impact on the amenities of residential neighbours and on occupants of commercial units on the business park.

11.3 Environmental impact - air, water and land quality

- 11.3.1 As discussed above (11.2.4), the proposal would be likely to have an adverse impact on air quality. In addition, reports have already been received regarding the leaching of hydrocarbons from the site into the local waterways. The land quality has also been degraded by the covering of most of the site with concrete. There are proposals for bunding around the south and eastern boundaries however this will not add significantly to environmental quality as the operations will be visible above them.

11.4 Visual impact

- 11.4.1 The proposed operations, particularly the silos and crushing machines, as well as the uncovered aggregate bays would be highly visible from the adjacent sports pitches and the playing fields which are used by sports organisations and walkers. In this regard they present an intrusive backdrop and coupled with the noise and dust, interfere with the enjoyment of the adjacent area.

11.5 Drainage and flood risk

- 11.5.1 As stated previously, there are already hydrocarbons leaching out from the site and polluting the surrounding ditches. The Council's drainage officer recommends refusal on the basis that there is insufficient capacity to connect to the existing system and, if connected, the proposal would increase the likelihood of flooding in Division Lane, which would compromise their residential amenity. The Environment Agency have also objected on the grounds that private sewage treatment facilities should only be used where it is not reasonable for a development to be connected to a public sewer, because of the greater risk of failures leading to pollution of the water environment posed by private sewerage systems compared to public sewerage systems. As such, the recommendation is for refusal as there is no opportunity for the applicant to resolve the drainage issue by connecting to the Council's system; and there is no analysis of the potentials for connecting the foul system to the public network.

11.5.2 The Council's Enterprise Zone Manager has also flagged up that the surface water drainage is to private water courses owned and maintained by Blackpool Council which is close to capacity and all development at the Enterprise Zone will require extensive drainage attenuation measures to ensure that discharge to the wider system is no greater than green field run off rates. The Council would not permit such drainage access to the detriment of ability to manage the wider drainage system and undertake development in accordance with the approved Enterprise Zone masterplan. Attenuation should be provided on site, together with an obligation to contribute substantial and proportionate costs to any work required to the future development of additional attenuation facilities at the Enterprise Zone and the ongoing maintenance of the drainage system.

11.6 Access, highway safety and parking

11.6.1 The application proposal would see at least six permanent staff at the site on a daily basis, for vehicle repairs (workshop) and washing, operating the concrete batching plant and aggregate bays. Typically, there are 61 HGV drivers who operate from the site driving wagons. A number of these would pick up their wagons around 5.30am – 6am on Monday and proceed to contracts in the Midlands and Greater London; they would return on a Friday evening at approximately 5.30 pm -6 pm. Other drivers would work on local contract work, leaving the site around 6am and returning between 4.30pm – 6.30pm daily. A few wagons would be left on site during the day - spare vehicles have to be available in case of breakdowns etc. The vehicle range includes tippers (the majority) and low-loaders for transporting plant and machinery. Plant operators working at other sites accounts for a further 20 jobs. In total (with the 14 office staff at Whitehills), there are about 101 employees.

11.6.2 The Head of Transportation has not raised any objection to the proposal. The Transport Statement indicates that there are adequate parking spaces for employees at the site and the traffic light controlled junction with Squires Gate Lane is sufficient to cope with access/egress. There are no highway safety concerns with regard to this proposal.

11.7 Other Issues

11.7.1 There are no biodiversity impacts, although the applicant has not explored any opportunities to improve biodiversity on the site. The Arboricultural Appraisal considers that most of the existing trees around the south and east boundaries are category C which have at least 10 years life left in them. The site plan indicates that new screen planting around these boundaries and conditions could be imposed to require more densely planted native species in order to improve the habitat.

11.7.2 The application has 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 (as amended).

11.7.3 Under Article 8 and Article 1 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 does not raise any specific human rights issues.

11.8 Sustainability and planning balance appraisal

- 11.8.1 Sustainability comprises economic, environmental and social components.
- 11.8.2 Economically the scheme would support 101 jobs, which the applicant states are, in the main, local. These in turn help to support local shops and services.
- 11.8.3 Environmentally, the environmental quality would be materially affected in terms of dust, noise and floodlights, there would be a significant detrimental impact on drainage in the area and a higher potential risk of pollution of the water courses from the private sewage system.
- 11.8.4 Socially, there would be very significant adverse impacts for the area with regard to flood risk and impact on residential amenity.
- 11.8.5 In terms of planning balance, the development proposed is not considered to constitute sustainable development in terms of the environmental and social components. The impact of a large number of HGV's travelling weekly up and down the country is also not insignificant in terms of sustainable development. No other material planning considerations have been identified that would outweigh this view.

12.0 FINANCIAL CONSIDERATIONS

- 12.1 The use would generate Business Rates income but this is not a material planning consideration and no weight should be attached to it.

13.0 CONCLUSION

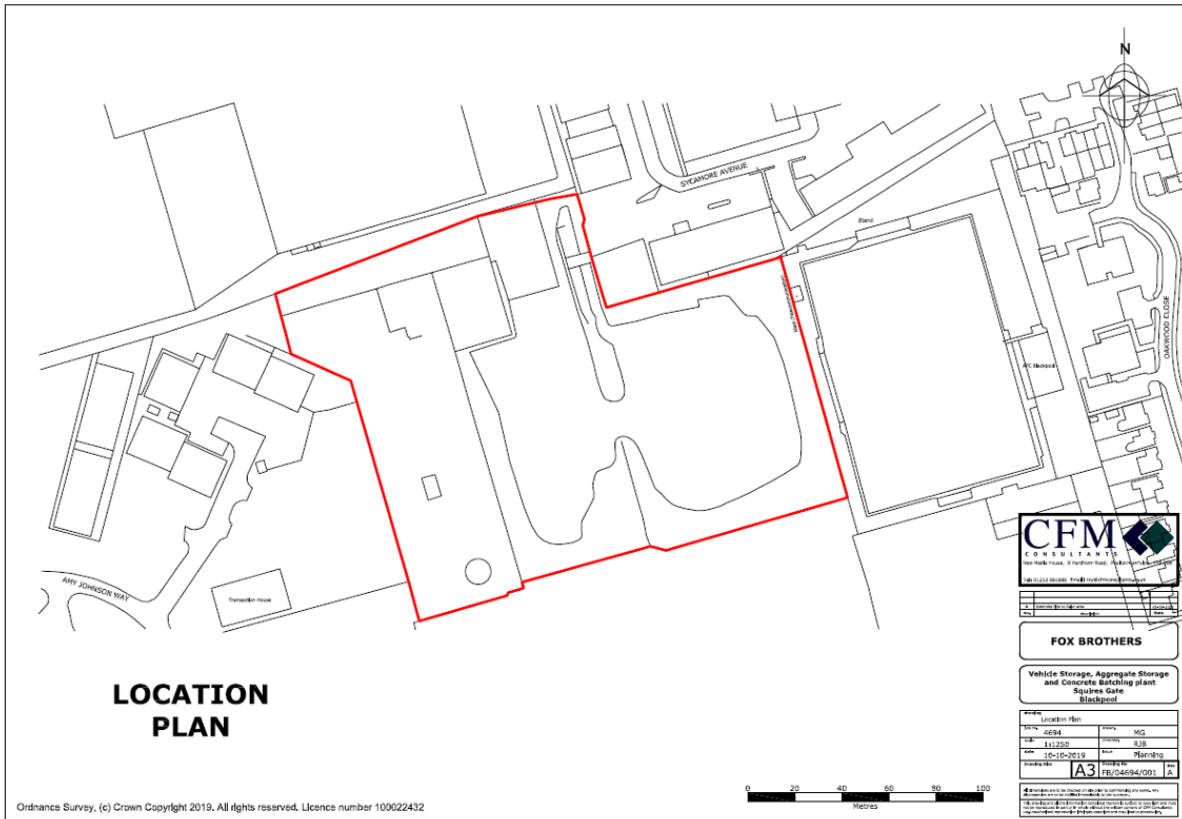
- 13.1 The proposal would detract from the aims of attracting new, modern, hi tech companies and their staff into the Enterprise Zone. It would also exacerbate water pollution and flooding within the area and cause significant issues for local residents with regard to dust/air pollution, continuous noise and disturbance throughout the day, with additional impacts early morning and late night, when the area is quieter. The adverse environmental and social impacts of the proposal are considered to outweigh the economic benefits. As such the proposal does not represent sustainable development and refusal of permission is recommended.

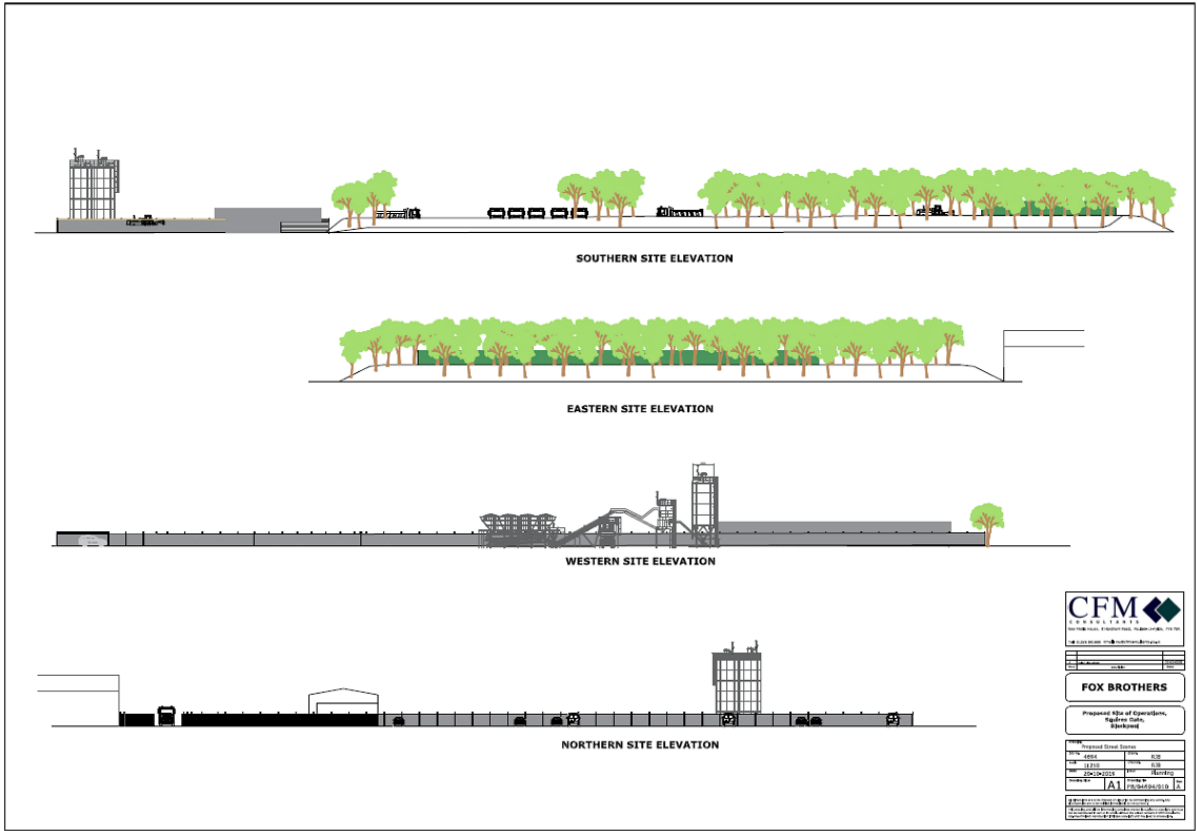
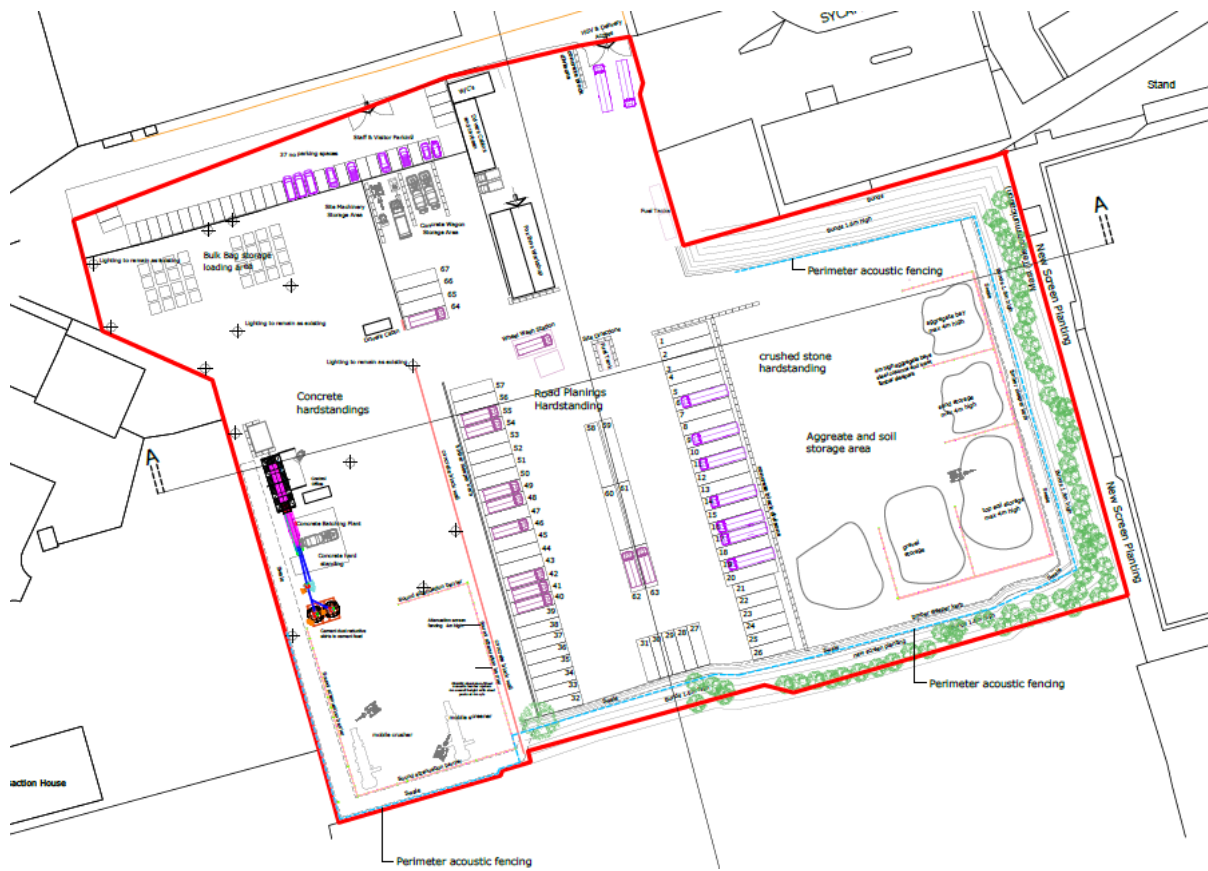
14.0 RECOMMENDATION

- 14.1 Refuse for the following reasons:
 - 1 The proposal does not constitute redevelopment to modern business/industrial facilities supporting the Blackpool Business Park/Enterprise Zone. As such it has a detrimental impact on the areas potential to attract modern, hi-tech industries, due to the noise and dust pollution generated on site. The proposal is thereby contrary to Policy CS24 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy DE2 of the Blackpool Local Plan 2001 - 2016.

- 2 The proposal would have a significant adverse impact on residential amenity in terms of noise (HGV engines, concrete crusher etc), air (dust, diesel fumes) particularly at unsociable times - late evening and early morning. As such, the proposal would be contrary to Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policy BH3 of the Blackpool Local Plan 2001-2016.

- 3 The proposal would result in off-site pollution of the water environment and increased risk of flooding, to the detriment of the environment and residential amenity. As such, the proposal would be contrary to Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027 and Policies BH3 and BH4 of the Blackpool Local Plan 2001-2016.



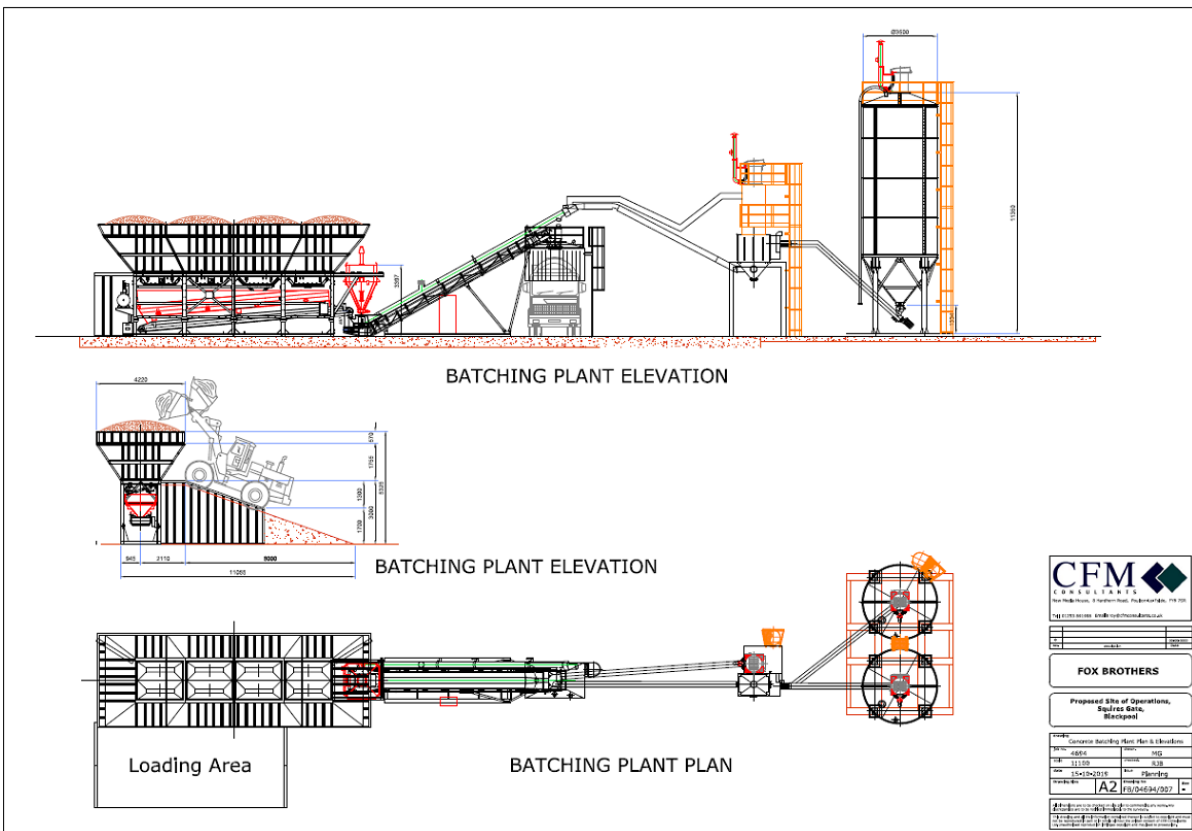
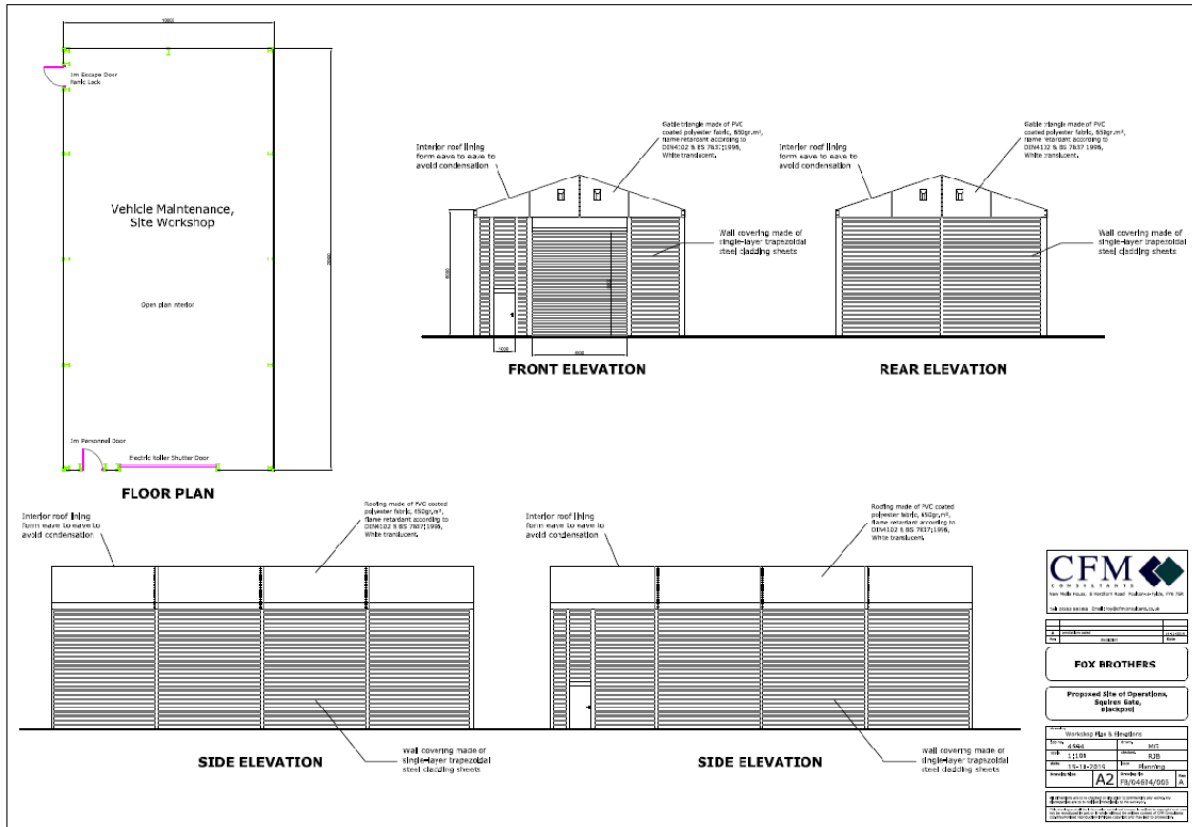


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Project Information

Project Name	Proposed Site of Operations, Redfern, BC
Client	FOX BROTHERS
Project No.	10000 100th Street, Suite 100
Scale	1:1000
Date	2023-10-10
Drawn by	J.A. [Signature]
Checked by	[Signature]
Approved by	[Signature]



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