

COMMITTEE DATE: [08/03/2016](#)

Application Reference: **15/0702**

WARD: Anchorsholme
DATE REGISTERED: 12/11/15
LOCAL PLAN ALLOCATION: Main local centre

APPLICATION TYPE: Full Planning Permission
APPLICANT: Lidl

PROPOSAL: Use of existing temporary egress and servicing access/exit onto Fleetwood Road as permanent egress from amended supermarket car park.

LOCATION: LIDL UK GMBH, 4 ANCHORSHOLME LANE WEST, BLACKPOOL, FY5 1LY

Summary of Recommendation: Grant Permission

CASE OFFICER

Mr M Shaw

SUMMARY OF RECOMMENDATION

Approval is recommended to allow permanent use of the egress onto Fleetwood Road by customers using the store. This current application also originally sought permanent use as an access as well as egress by store customers although this was subsequently removed from the application due to highways concerns.

INTRODUCTION

A temporary planning permission was granted in October 2014 until October 2016 under planning permission 14/0519 for the use of the servicing access from Fleetwood Road as an egress from the car park for customers in order to relieve congestion at the junction of Anchorsholme Lane West and Fleetwood Road.

In addition to providing customer access/ egress to the store, Anchorsholme Lane West also serves surrounding residential property and is used by construction vehicles undertaking sea defence works and the current works within Anchorsholme Park being undertaken by United Utilities.

SITE DESCRIPTION

The single storey Lidl store is located adjacent the junction of Fleetwood Road (A587) and Anchorsholme Lane West forming part of a Local Centre as designated within the Blackpool

Local Plan. The store was constructed following the granting of planning permission (reference 95/0019 on 31 July 1995) and had been previously extended on the Fleetwood Road elevation under planning permission 09/1302 adding a further 250sqm of floorspace to give an extended store size of 1349sqm. A much more recent planning permission reference: 14/0827 involved a further extension to the Fleetwood Road elevation of the building to form additional 'back of house' facilities (bakery preparation, freezer compartment and warehouse) measuring 50 metres by 5 metres which resulted in the re-arrangement of the car parking area to accommodate the extension with the loss of one of the parking aisles. Although there was no net loss of parking spaces from the car parking area as part of this application with a total of 81 spaces shown as being available for staff and customers of the store. The recently completed extension gives a total floorspace of 1594 sqm within the store. The car park is actually laid out slightly differently from the approved layout and includes seven spaces adjacent the side boundary of 6 Anchorsholme Lane West rather than the six spaces shown on the approved plan.

The store is bounded to the side and rear by residential properties fronting Fleetwood Road and Cherrywood Avenue and has access/ egress to and from the customer car park from Anchorsholme Lane West and access to the service area from Fleetwood Road. The servicing access/egress is also being used temporarily until October 2016 as a customer egress for a period of two years whilst sea defence and flood prevention works at Anchorsholme are underway to reduce pressure off the junction of Fleetwood Road and Anchorsholme Lane West created by construction vehicles.

DETAILS OF PROPOSAL

Continued use of existing temporary customer egress onto Fleetwood Road as a permanent arrangement. An application for the proposed demolition of 6 Anchorsholme Lane West, which is a two storey detached house located immediately to the west of the store access, and re-configuration of the parking spaces within this area to provide an additional 10 spaces to give a total of 91 car parking spaces for the Lidl store reference: 15/0702 has recently been withdrawn.

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle
- Impact on Residential Amenity
- Highway Safety, Parking and Servicing Arrangements
- Any Other Issues

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

CONSULTATIONS

Head of Transportation: I see little point in converting this to one that gives as an additional access point into the car park as users are unlikely to go past the existing access

only to come back on themselves. Regarding the egress I can see the merits and no strong objection in making this permanent.

I would like to understand better how servicing will be managed (if this proposal goes ahead) due to the movement of private vehicles in opposite directions. A rationale to be provided for the installation of the drop-down bollards and the use. A review of the existing signage to be undertaken, within the car park and for the signage installed when the temporary egress point was constructed.

Agents Response: In connection with the application to make the temporary egress onto Fleetwood Road permanent. I have responded to your comments in the order provided, as follows:

- We agree that the secondary access point is most suitable for an egress only for customers onto Fleetwood Road
- Since there is no intention to allow customers to enter the site from Fleetwood Road from the secondary access point, there can be no risk of cars following an HGV and having to stop and wait for the vehicle to manoeuvre. A Lidl store typically generates around two to three HGV movements per day maximum. The threat to the operation of Fleetwood Road if an HGV needs to slow and allow a customer to exit the site before entering is negligible.
- The bollards have been left on the plan in error. The revised plan is attached at SCP/15125/E01/Rev A
- There are currently no entry signs painted on the car park at the secondary access to prevent customers from accessing the car park from Fleetwood Road. The client is open to suggestions for any additional signage required to prevent customers from turning in to the site.

Latest highway comments: The temporary egress point for private vehicles onto Fleetwood Road has been in place for some time, it works with the existing set-up. The current signage available is sufficient as private vehicles will not be accessing the site from this point. If the foodstore operator finds there is a problem with this in the future, he can, at his discretion, place additional signage/markings within the car park.

PUBLICITY AND REPRESENTATIONS

Site notice displayed: 20 November 2015

Neighbours notified: 13 November 2015 and 26 January 2016

Letters of objection have been received from 350, 354 and 360 Fleetwood Road on the following grounds:-

- We were promised this customer exit would only be a temporary arrangement and retractable bollards would be in place when the store was closed to prevent rat running. When cars are exiting the car park they only look right on Fleetwood Road they are not looking for cars reversing out of their driveways. It's a pity Lidl do not consider their neighbours for once.

- This permission was only granted on a temporary basis whilst the building work was taking place, and the road safety concerns around the use of the exit on Fleetwood Road which we have raised on several previous occasions still remain; indeed, they have grown significantly worse since more shoppers who are unfamiliar with the area have started visiting the expanded store.
- I would ask you to consider the significant dangers which the ability of cars to exit from the car park directly on to Fleetwood Road now poses for ourselves and our near neighbours at 350, 352, 356 and 358. On several occasions when we have slowed down to enter our drives, vehicles have sped out of the exit after checking for traffic coming on their right and almost driven into the back of our cars, as they clearly do not expect to encounter very slow moving traffic turning right immediately in front of them and this is obviously much worse in the dark winter months. Likewise, there are now times over the weekend when we almost find it impossible to leave our drives due to their no longer being any break in the flow of traffic when the lights at the junction with Anchorsholme Lane are on red, because this just allows a stream of shoppers from Lidl to exit on to Fleetwood Road.
- Should these arrangements remain in place then you will just be allowing an accident to happen at some point in the near future and I would ask you to investigate and consider the significant road safety problems this poses for those of us who live adjacent to the Fleetwood Road car park exit which should be an entrance only for non-HGV delivery vehicles, with all car park traffic having to exit on to Anchorsholme Lane.
- As a local resident who lives close to the proposed new access, I am concerned that this will cause increased constant traffic (as opposed to being controlled by the current traffic lights at the junction). I already have difficulty in getting in and out of my drive with my car and only today was narrowly missed by another car trying to overtake when I was indicating to pull in. Having an additional junction will only make matters worse.
- Other issues are that there will be increased noise levels as a result of the traffic becoming constant, instead of controlled by traffic lights and there will be added risks to local pedestrians trying to cross an already busy main road.

Cllr Tony Williams: My grounds are that Lidl have a clear record of being un-cooperative and have not upheld stipulations made in their original planning application for this site. They have a history disregarding planning regulations including the large sign erected without permission. I also uphold Cllr Galley's concerns in regard to additional traffic problems at an already busy and congested junction.

Cllr Paul Galley: My objections are these plans will increase the increased vehicle numbers pulling out in Fleetwood Road will make it dangerous for the residents pulling out of their houses on Fleetwood Road as I have already received a number of complaints about a number of near misses from those residents.

NATIONAL PLANNING POLICY FRAMEWORK

Paragraph 14 establishes a presumption in favour of sustainable development.

Paragraph 17 sets out the core principles which includes sustainable transport and ensuring the vitality of town centres/ retail areas.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

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

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

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

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

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

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

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

BLACKPOOL LOCAL PLAN PART 1- CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy has been adopted by the Council at its meeting on 20 January 2016. The document will be published on the Council's website in due course. In accordance with paragraph 216 of the National Planning Policy Framework significant weight can now be given to the policies of the Core Strategy. Certain policies in

the Saved Blackpool Local Plan have now been superseded by policies in the Core Strategy (these are listed in the appendices to the document). Other policies in the Saved Blackpool Local Plan will remain in use until Part 2 of the new Local Plan is produced.

The policies in the Core Strategy that are most relevant to this application are -

CS3 Economic Development and Employment

CS4 Retail and Other Town Centre Uses

CS5 Connectivity

None of the policies listed conflict with the provisions of the policies in the Saved Blackpool Local Plan

ASSESSMENT

Principle- the use of the egress has been already been established on a temporary basis by planning permission 14/0519 and has been in use for nearly 18 months to relieve pressure on the junction of Anchorsholme Lane West and Fleetwood Road. The issue is whether this arrangement has brought to light any particular issues which would prevent the granting of a permanent approval or whether the access should revert back to solely being used by servicing vehicles at the store. This will be discussed in more detail below.

Impact on Residential Amenity- the issue here is primarily one of assessing the impact of vehicles exiting the store and accelerating northwards along Fleetwood Road upon the houses closest to the egress, which are 350-360 Fleetwood Road inclusive (even numbers only). These houses are two storey detached properties with front gardens of a depth of approximately 8 metres and the store egress is approximately 5 metres from side boundary with 350 Fleetwood Road, which is at present screened with close boarded fencing and some landscaping. The greatest impact is upon this particular house with the impact gradually lessening further northwards from the store.

It is not considered that a refusal of planning permission can be substantiated from a noise and disturbance perspective given Fleetwood Road (A587) is a busy dual carriageway with two lanes in either direction and has trams running between the north and southbound traffic. There are bus stops and tram stops within the vicinity, a northbound bus stop is positioned outside the Lidl site and there is also a pedestrian crossing outside the Lidl site. The Lidl store sits adjacent the junction of Fleetwood Road and Anchorsholme Lane West and East and there is an Esso petrol filling station south of this junction. Therefore, Fleetwood Road is a busy road in a busy area with significant road traffic noise. In this context the additional traffic using the Fleetwood Road to exit the site is not considered sufficient to warrant a refusal of planning permission on residential amenity grounds.

Highway Safety, Parking and Servicing Arrangements - The Head of Transportation has no objections to the use of this egress being made a permanent arrangement although there was opposition to the use of this as an access into the store. The use of this egress does take some of the store traffic away from the junction of Anchorsholme Lane West and Fleetwood Road and in this respect the egress is considered a significant benefit in reducing some of

the congestion at this junction.

This egress is to the north of both a traffic signal junction and also a signal control pedestrian crossing which should give sufficient opportunity for vehicles to safely exit the site. The comments from neighbours regarding potential conflicts with vehicles entering or exiting their driveways are understood although this potential is considered to be relatively small and vehicles exiting the store on Fleetwood Road can also choose the outside lane to pass.

Any Other Issues- there have been on going issues with Lidl regarding various matters including landscaping, servicing times and advertisements although these matters cannot be used against this current application which must be assessed on its own merits.

CONCLUSION

The proposal is considered to be in accordance with the relevant policies of the Local Plan and Core Strategy and is also in compliance with the National Planning Policy Framework and is considered to be a significant improvement in the flow of traffic out of the application site taking some of the pressure off the junction of Anchorsholme Lane West and Fleetwood Road.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

None

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

BACKGROUND PAPERS

Planning Application File(s) 15/0703, 14/0872 and 14/0519 which can be assessed via the link below:

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

Recommended Decision: Grant Permission

Conditions and Reasons

1. None

Advice Notes to Developer

Not applicable