

Officer Report to Committee

Application ref: 20/0352
Ward: WATERLOO
Application type: FULL
Location: 595-601 PROMENADE, BLACKPOOL, FY4 1NG
Proposal: Erection of a four storey extension to the hotel to form an additional 74 bedrooms; single storey rear extension, plantroom on the roof and additional parking spaces to the rear, with new access and egress to the car park.

Recommendation: APPROVE
Case officer: MS. P. GREENWAY
Case officer contact: 01253 476222

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 priority one in that it represents major investment in the tourism industry and supports regeneration.

2.0 SUMMARY OF RECOMMENDATION

- 2.1 The proposal is acceptable in principle. The main issue is parking, which can be controlled through the use of a managed car park and Travel Plan and prevention of vehicular access via the rear residential road. The issue of considerate construction can similarly be addressed through preventing HGV’s from using that alley to access the building site. The proposal accords with the policies in the Local Plan and the recommendation is for approval.

3.0 INTRODUCTION

- 3.1 This application is before Members because of the level of public objection and because it’s a major scheme of general public interest.

4.0 SITE DESCRIPTION

- 4.1 Bourne Crescent fronts onto New South Promenade, from Burlington Road West in the north to Harrowside West in the south and is bisected by Wimborne Place. The Hampton by Hilton (HbH) occupies approximately one quarter of the Crescent, immediately south of Wimborne Place. This 0.3 hectare site is a temporary car park between the HbH and the Headlands Hotel and was previously occupied by the

Warwick Hotel. Bourne Crescent is located to the south of Blackpool Pleasure Beach and comprises three/four storey holiday accommodation premises and was built around 1920 /1930 in a uniform terraced arc, set back behind a service road, to the front of which is a walled area of Public Open Space directly on the Promenade frontage. To the rear of the existing hotels is a service road which links Burlington Road West to Harrowside West and to the east, across the service road, are two storey houses and flats fronting onto Clifton Drive.

- 4.2 The site was previously located in a resort neighbourhood, but that designation has been removed in the Core Strategy. It is now within a Main Holiday Accommodation Promenade Frontage (Pleasure Beach Promenade Frontage) within the HAA SPD; the site is within flood zone 1.

5.0 DETAILS OF PROPOSAL

- 5.1 The proposal is for the erection of a four storey extension to the existing 130 bedroom HbH hotel to form an additional 74 bedrooms with a new meeting room, staff ancillary area; a single storey rear extension to form a service corridor linking to the existing back of house services, plant room on the roof; and additional parking spaces to the rear, with new access and egress to the car park.

- 5.2 The application has been supported by:
- Design and Access Statement, incorporating a Planning Statement
 - Framework travel Plan and Transport Assessment
 - Surface Water Drainage Proposals
 - Construction Method Statement

6.0 RELEVANT PLANNING HISTORY

- 6.1 17/0194 Erection of six 8 metres high lighting columns and use of land as a temporary car park for a period of 3 years for 110 vehicles. Granted.
The car park was not considered particularly sustainable as it did not encourage transport by modes other than car. However it was felt to be an asset for visitors to the attractions in the south of Blackpool, so temporary permission was considered acceptable pending redevelopment when the economy picked up.
- 6.2 15/0831 Demolition of hotel. Permission not required.
- 6.3 15/0271 Erection of a four storey building to form a 130 bedroom hotel with associated car park for 38 vehicles, cycle/ motorcycle parking, bin store, sub-station and servicing arrangements, following demolition of the existing buildings. Granted.

7.0 MAIN PLANNING ISSUES

- 7.1 The main planning issues are considered to be:
- the principle of holiday accommodation

- impact on residential amenity
- visual impact
- parking/highway impact

8.0 CONSULTATION RESPONSES

- 8.1 **NATS:** 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.
- 8.2 **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.
- 8.3 **Police Architectural Liaison Officer:** 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. The car park should be developed to the standards within the Park Mark Safer Parking scheme in order to reduce the opportunities for vehicle related crime.
- 8.4 **United Utilities PLC:** Requests two conditions to include foul and surface water drainage details.
- 8.5 **Environmental Protection:** This complies with the original noise assessment carried out, and as the plant is located on the roof it won't pose a problem in relation to noise affecting the nearest sensitive receptor. A condition could restrict the times that deliveries can take place from a noise perspective.
- 8.6 **Environmental Protection (Contaminated Land):** The information provided shows that there are elevated concentrations of Benzopyrene. This is a carcinogenic and has long term health impacts, therefore this needs to be resolved prior to the development of the hotel. A remediation strategy is to be submitted to the Local Authority for approval, prior to the commencement of works.
- 8.7 **Local Highway Authority:** I have no objection to the proposal from a highway point of view. I have no issue with the Transport Assessment. The closure of the existing access point will require highway works and a separate permission, covered by an advisory comment and need not be conditioned. The CMP is comprehensive, but should include a highway dilapidation survey prior to commencement of any works. The rear access road is highway but not adopted, as such maintenance is the landowners' responsibility. I would support a condition that no contractors' vehicles, plant, deliveries etc should use the rear access road. I would also support a requirement for remediation on the access road if appropriate. In the parking issue, given that they are very substantially reducing the parking capacity and ratio of cars/rooms I would support requiring the spaces to be controlled to allow only

guests and staff – whether they continue to charge or not.

- 8.8 **Lead Local Flood Authority** - I note that the drainage proposal has been submitted. In order to avoid the imposition of a condition requiring a detailed assessment and scheme can we ask for the assessment that led to the proposal please - including the infiltration tests?
- 8.9 **Head of Strategic Asset and Estate:** 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.
- 8.10 **Waste (commercial):** 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: 02/07/2020

9.2 Site notice published: 25/06/2020

9.3 Neighbours notified: 24/06/2020

9.4 Nineteen representations have been received from the following:

- Scott Benton M.P.
- Councillor Derek Robertson
- Councillor David O'Hara
- New South Promenade: 579, 591-593 and 583
- Clifton Drive: 33, 50, 57, 60 (flats 1 & 4), 62 (flats 1, 2 and 3), 66B, 68 and 70
- Harrowside West: 4 and 6

9.5 These representations raise the following issues:

- Inadequate parking currently exists, particularly April – November, this will exacerbate it. HbH guests use up all the free parking in the crescent before they will pay £12/night in the hotel car park; which means other hotels lose out.
- Loss of public car park
- Use of the residential alley behind the development by heavy service vehicles has left it in a poor state and damaged the drains
- Inconsiderate construction at all hours, damage to property
- Anti-social behaviour and late night noise
- Loss of trade

9.6 The Committee are respectfully reminded that issues relating to loss of trade and the behaviour of the existing hotel guests are not valid planning considerations.

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 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

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 & Employment
- CS5 Connectivity
- CS7 Quality of Design
- CS9 Water Management
- CS10 Sustainable Design and Renewable and Low Carbon Energy
- 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:

- BH3 Residential Amenity
- LQ1 Lifting the Quality of Design
- LQ2 Site Context
- LQ4 Building Design

- LQ14 Extensions and Alterations
- AS1 General Development Requirements
- AS2 New Development with significant Transport Implications
- AS7 Aerodrome Safeguarding

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

10.6 Other Relevant Policy Guidance

10.6.1 Holiday Accommodation SPD – adopted November 2017 In order to safeguard the strongest clusters of holiday accommodation in sustainable locations, designated Holiday Accommodation Areas are defined, where restrictions on change of use apply.

11.0 ASSESSMENT

11.1 Principle

11.1.1 The site is within the Pleasure Beach Promenade Frontage Main Holiday Accommodation Area. Policy CS21 is supportive of the provision of new visitor accommodation in this location. It is a key strategy of the Local Plan to promote redevelopment and change where it is most needed and, specifically, to raise the quality of Blackpool's holiday accommodation. The principle of replacing poor hotel accommodation with that of higher quality has already been accepted here with the approval of the HbH. The extension to existing holiday accommodation with a similar high quality offer is in accordance with CS21.

11.1.2 A report produced by CABE and English Heritage in 2003 "Shifting Sands - Design and the changing image of English Seaside Towns" points to the need for change and looks at a number of ways in which seaside resorts are developing, changing or reinventing themselves. It also looks at the positive role that new high quality buildings and open spaces that make the most of their seaside context can have in these changes. Successful regeneration can provide an incentive to other developments and the replacement of the temporary car park with an extension to the hotel shows that the economy seems to be recovering locally. The proposal would improve the quality of the built environment and give this area a much needed boost.

11.2 Impact on residential amenity

11.2.1 The windows in the rear elevation would be sufficiently distant from the houses on Clifton Drive, such as to not cause any significant issues with overlooking of the residents. There are also private garages between the houses and the backstreet, which would also afford privacy to their gardens.

- 11.2.2 The hotel would operate a 24 hours on site presence and a CCTV system would be installed to cover the extension and monitor and record both internally and externally. It would include all entrances, communal rooms, management areas, back of house and the rear car park, which would pick up any unusual late night activity and provide additional security for residents.
- 11.2.3 The Solar Study in the D&AS includes a number of sun path diagrams which demonstrate the shading effect of the proposed extension in comparison to the existing hotel. The sun's orientation and shading is shown at 9am, 12 Noon and 3pm on the longest and shortest days on the year as well as the spring equinox. These dates reflect the extreme variations in the sun's annual path. The proposed massing has minimal effect on the natural light of the surrounding properties, with the exception of the windowless garages to the east of the site in mid-winter.

11.3 Visual impact

- 11.3.1 The proposed massing of the extension continues the crescent of the original building whilst respecting the proportions of the surrounding hotels. The design respects the original concept of Bourne Crescent, following the previous building footprint along the crescent's radius. In keeping with the massing of the neighbouring properties the proposal aims to replicate in a contemporary manner the composition of the existing crescent, with a fixed a top, middle and bottom proportion. Some discussion remains ongoing regarding the join between the existing and proposed parts of the building and any amendments to the submitted plans will be reported through the update note.
- 11.3.2 The extension seeks to maintain the language of the existing hotel by using a similar elevational treatment and the same palette of materials for continuity. The external walls would be in a buff brick with matching mortar. The windows would be ordered to follow the curtain walling pattern of the elevation and the window frames would be slim and finished to match the existing windows in colour. The materials are sufficiently robust to stand up to the severe weathering effect of the prevailing sea wind. To inhibit weather damage as much as possible, the front elevation is relatively flush, with only a limited recess to the curtain walling.
- 11.3.3 The existing hotel's gable is blank and it is intended that the extension would add an active south gable end elevation (through the insertion of a line of corridor windows), which would be visible when approaching the hotel from the South.
- 11.3.4 The existing hotel, which sits on the route of the illuminations, incorporates a number of illuminated elements within its facade. The curtain wall directly above the main entrance and the parapet along Bourne Crescent and Wimbourne Place are fitted with LEDs that are programmable to change colour. It is proposed that the LED strip lighting along the building's parapet would be continued along the New South Promenade facade of the extension.

11.3.5 The landscape surrounding the proposed extension would be planted to soften its appearance and form a more welcoming environment than the existing car park. Raised planters would be used along the front of the extension to create a buffer zone between guest bedrooms and the street. There would also be areas of planting at the ends of the parking bays to break up and soften the car park and increase the area of permeable surface for drainage.

11.4 Access, highway safety and parking

11.4.1 The site is currently in use as a temporary car park with 106 spaces. The temporary car park was granted consent in 2017 for a period of three years and is operated by Pay and Display. The temporary car park is generating traffic onto the highway network.

11.4.2 The existing HbH hotel has 130 bedrooms and the main entrance to the hotel is from the front north-west corner of the building, with a secondary entrance from the rear car park, which is accessed from the service road. The surface level car park has 34 standard, 4 disabled and 4 motorcycle parking spaces. Parking Eye manages the use of the car park using an ANPR solution. Cycle parking is provided in a sheltered location in the car park. Service and refuse collection occurs from the service road to the rear of the site.

11.4.3 The proposed development of a further 75 bedrooms includes an extension to the car park to provide 52 standard, 5 disabled and 3 Electric Vehicle spaces (i.e. 60 spaces). The total combined provision on site would amount to 86 parking spaces, 9 disabled spaces and 3 EV spaces. In addition, it would provide 4 motorcycle parking spaces and 20 cycle parking spaces (the cycle spaces are more likely to be used by staff, due to the problems with luggage for guests). The proposal combined with the existing provision would result in an overall provision of 0.42 spaces per bedroom. While this is beneath the maximum hotel parking standard, a reduction is considered acceptable due to the sustainable location of the site. Regarding the parking situation, the Council's Head of Transportation considers that, given the ratio of cars/rooms, the spaces should be controlled to allow only guests and staff. This would be actioned through the continued management of the car park by Parking Eye using an ANPR solution. In addition, the existing hotel Travel Plan has been updated to include the development proposals and has been adopted in order to encourage sustainable travel and ensure the site is accessible by a variety of modes of travel. It should also be noted that the proposals to link Blackpool North train station with the tram network running along the Promenade, including past this site, are progressing. This would further reduce dependence on access by private-car.

11.4.4 Once guests are parking in the car park, they are less likely to use their vehicles for day trips as the hotel is within easy reach of key resort core destinations, including being only 700m from the Pleasure Beach and 1km from South Pier. Blackpool Tower, and tourist areas to the north are slightly in excess of desirable walking distances, however hotel users are more likely to walk further as part of a leisure trip than is the case for standard utility trips, particularly given the compact and flat

nature of Blackpool. Local tram and bus services also provide good connections to key destinations. There are bus and tram stops on the Promenade and a bus route to the rear on Clifton Drive. The closest train station is a six minute walk from the site at the rear of the Pleasure Beach. The site is easily accessible by public transport, with existing services providing good coverage of local areas and train services providing connections to the wider region, and beyond. Access to the hotel using public transport is possible for both staff and guests.

- 11.4.5 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In this instance the Transport Assessment shows that the proposal meets national policy requirements with regard to sustainable travel and will not result in a significant impact on the operation of the local highway network.
- 11.4.6 As originally submitted, access to the car park extension was to be provided from the rear alley, with egress onto Bourne Crescent. However, as a result of neighbour concerns regarding the constant use of this residential rear road, the applicant has agreed to an amended proposal whereby all access/egress would be from Bourne Crescent, and a solid barrier would close off and prevent any access to this car park from the rear. In addition, highways officers are looking into the potential of making the presently free parking on Bourne Crescent into limited parking or “scratch card” parking for surrounding hotels. Further information on these matters shall be reported through the update note.
- 11.4.7 Neighbours were concerned regarding inconsiderate construction and the use of the rear alley by HGV’s. The Construction Management Plan (CMP) would cover that detail and the poor state of the service road. However, officers are negotiating with the developer, so that all construction traffic would service the site from Bourne Crescent. The rear site boundary would be fenced off to prevent any access into the site from the alley. The CMP would also require a dilapidation survey and the repair of the service road would be considered as part of this. This will be reported on further on the Update Note.

11.5 Other issues

- 11.5.1 The scheme would not impact upon biodiversity. Air, land and water quality would be unaffected and the site would not be expected to be at undue risk from such. No additional hard-standing would be created and so there would be no impact on surface water drainage. The development would not impact upon flood risk.
- 11.5.2 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).
- 11.5.3 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.

11.6 Sustainability and planning balance appraisal

11.6.1 Sustainability comprises economic, environmental and social components.

11.6.2 Economically, although hotels are accepted as main town centre uses, in the Blackpool context they are equally to be directed to the defined Holiday Accommodation Areas. As such, the scheme would not have an unacceptable impact on the established retail hierarchy and would maintain and enhance employment opportunities on the site.

11.6.3 Environmentally the proposal would not be expected to significantly increase private car use over and above the existing situation. No impacts on biodiversity, drainage or environmental quality would result. The proposed alterations to the building would be visually acceptable.

11.6.4 Socially, and subject to the recommended conditions, the scheme would not have an unacceptable impact on residential amenity and, subject to the agreed works to the junction, would not have an unacceptable impact on highway safety or function. Flood risk would not be affected.

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

12.0 CONCLUSION

12.1 As set out above, the scheme is judged 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 granted.

13.0 RECOMMENDATION

13.1 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 1024_02000;
Proposed site layout plan 1024-TGA-XX-ZZ-DR-A-02001 Rev D;
Car parking plan 1024-TGA-XX-ZZ-DR-A-02003;
Proposed ground floor plan 1024-TGA-XX-ZZ-DR-A-03000 Rev A;
Proposed first to third floor plan 1024-TGA-XX-ZZ-DR-A-03001 Rev B;
Proposed east elevation 024-TGA-XX-ZZ-DR-A-05001;
Proposed south elevation 024-TGA-XX-ZZ-DR-A-05002;
Proposed west elevation 024-TGA-XX-ZZ-DR-A-05003; and,
Proposed drainage strategy 19-1080-200 P2 & P4;

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

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

- 3 The external materials to be used on the development hereby approved shall be as specified on proposed east elevation plan ref. 024-TGA-XX-ZZ-DR-A-05001, proposed south elevation plan ref. 024-TGA-XX-ZZ-DR-A-05002 and proposed west elevation plan ref. 024-TGA-XX-ZZ-DR-A-05003 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.

- 4 Prior to the commencement of any above ground construction, a scheme for the provision of boundary treatments to include their position, height, materials and design, shall be submitted to and agreed in writing by the Local Planning Authority. These agreed boundary treatments shall then be provided in full and in full accordance with the approved details before the proposal hereby approved is first brought into use.

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.

5 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 5 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.

6 Prior to the development hereby approved being first brought into use, the parking provision shown on the approved plan 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.

7 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.

8 (a) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance 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:

(i) Measures to achieve a reduced rate of discharge of surface water agreed with the Local Planning Authority and a timetable for its implementation.

(ii) Evidence of an assessment of the site conditions to include site investigation and test results to discount infiltration or to confirm infiltrations rates;

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

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

(c) The scheme agreed pursuant to part (a) 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.

Reason: To promote sustainable development, secure proper drainage of surface water and to manage the risk of flooding and pollution in accordance with the provisions of the NPPF and NPPG and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027. This information must be agreed prior to the commencement of development in order to ensure appropriate drainage of the site as the development proceeds.

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

- a dilapidation survey for the highway to the front and rear of the site
- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- measures to prevent contamination of surface and sub-surface water bodies during the construction period
- routing of construction traffic

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

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

- 10 The development shall not be occupied until an updated Travel Plan for the hotel has been submitted to and approved in writing by the Local Planning Authority. Such Travel Plan shall include the appointment of a travel co-ordinator and a format that consists of surveying, travel audits, a working group, action plans with timescales and target setting for the implementation of each element.

No part of the development shall be occupied prior to the implementation of the Approved Travel Plan (or implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation). Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In order to ensure appropriate provision exists for safe and convenient access by public transport, cycle, and on foot as well as by car, in accordance with Policy AS1 of the Blackpool Local Plan 2001 - 2016.

- 11 Deliveries and service vehicles shall only access / egress the hotel site between 0800 hours and 2100 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no other times.

Reason: In the interests of the residential amenity of neighbouring residents and in accordance with Policy BH3 of the Blackpool Local Plan 2001 - 2016.

- 12 The contaminated land report shows that there are elevated concentrations of Benzopyrene, which is a carcinogenic and has long term health impacts. Therefore, prior to commencement of development a scheme of remediation shall be submitted to and agreed in writing by the Local Planning Authority; and the remediation agreed 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.

ADVICE NOTES TO DEVELOPERS

1. This site falls within the identified safeguarding area for Blackpool Airport. As such, your attention is drawn to the following advice notes:
- <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1-Aerodrome-Safeguarding-An-Overview-2016.pdf>
 - <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-2-Lighting-2016.pdf>

- <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>
- <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>
- <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-5-Renewable-Energy-2016.pdf>

For further information and advice, please contact
safeguarding@blackpoolairport.com.