

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

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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 been 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 be 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.